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circulation and scenic highways element

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# CIRCULATION AND SCENIC HIGHWAYS ELEMENT

## TABLE OF CONTENTS

| <u>Section</u>  | <u>Page</u> |
|---|-------------|
| I. INTRODUCTION   | 1           |
| A. Preface  | 1           |
| B. Purpose of the Circulation and Scenic Highways Element | 1           |
| C. Roadway Classification System                          | 1           |
| II. EXISTING CONDITIONS AND TRENDS                        | 6           |
| A. Preface  | 6           |
| B. Existing Conditions                                    | 6           |
| C. Trends   | 20          |
| III. GOALS AND OBJECTIVES                                 | 27          |
| A. Preface  | 27          |
| B. Goals and Objectives                                   | 27          |
| C. Relationship to Other General Plan Elements            | 30          |
| IV. IMPLEMENTATION PROGRAMS AND POLICIES                  | 31          |
| A. Preface  | 31          |
| B. Programs and Policies                                  | 31          |
| APPENDICES  |             |
| A. Glossary/Definitions                                   | A-1         |
| B. Standards for Scenic Highway Corridor Protection       | B-1         |





## LIST OF FIGURES

| <u>Number</u> | <u>Title</u>  | <u>Page</u> |
|---------------|---|-------------|
| 1             | Circulation Plan                                    | 2           |
| 2             | Circulation Plan Inset                              | 3           |
| 3             | Cross-Section of Roadway and Right-of-Way Standards | 5           |

## LIST OF TABLES

| <u>Number</u> | <u>Title</u>   | <u>Page</u> |
|---------------|--|-------------|
| 1             | Imperial County Existing Volumes and Congestion Levels                     | 11          |
| 2             | Imperial County Year 2015 Projected Volumes                                | 21          |
| 3             | Circulation and Scenic Highways Element Policy Matrix                      | 30          |
| 4             | Imperial County Standard Street Classification Average Daily Vehicle Trips | 31          |

## LIST OF FIGURES

| Figure | Title                 | Page |
|--------|-----------------------|------|
| 1      | Figure 1: [Illegible] | 1    |
| 2      | Figure 2: [Illegible] | 2    |
| 3      | Figure 3: [Illegible] | 3    |

## LIST OF TABLES

| Table | Title                | Page |
|-------|----------------------|------|
| 1     | Table 1: [Illegible] | 1    |
| 2     | Table 2: [Illegible] | 2    |
| 3     | Table 3: [Illegible] | 3    |
| 4     | Table 4: [Illegible] | 4    |



## **IMPERIAL COUNTY GENERAL PLAN CIRCULATION AND SCENIC HIGHWAYS ELEMENT**

### **I. INTRODUCTION**

#### **A. Preface**

This revision of the Circulation and Scenic Highways Element is prepared as part of the current General Plan Update and in response to new state guidelines and modified population and transportation projections. The County of Imperial is doing so in conjunction with the Southern California Association of Governments (SCAG) "Regional Mobility Plan" and other related transportation planning documents.

A circulation element is a mandatory element of the general plan pursuant to Section 65302(b) of the State Government Code. The inclusion of scenic highways is optional under state law and is being included by the County of Imperial as the initial step in providing a highway system offering unique scenic experiences. Designation of scenic highways provides the policy framework to guide the implementation of a scenic highways program and establishes the basic actions needed to move the program forward. Conscientious implementation of this program including the judicious application of scenic highway standards should lead to the protection of existing scenic resources and the enhancement of those areas in which scenic resources have been lost due to the lack of controls.

#### **B. Purpose of the Circulation and Scenic Highways Element**

The purpose of this element is to provide a comprehensive document which contains the latest knowledge about the transportation needs of the County and the various modes available to meet these needs. It is provided to meet the information needs of local residents, for regional coordination, and pursuant to requirements of law and policies of federal, state, and regional agencies. Additionally, the purpose of this Element is to provide a means of protecting and enhancing scenic resources within both rural and urban scenic highway corridors.

The County, through the Department of Public Works, administers and coordinates the development of local transportation resources, financing and road maintenance in a manner compatible with local land use planning, development patterns and the environment. An important County goal is to provide leadership, staff, and liaison with local and regional permitting and regulatory agencies in order to prepare plans, regulations and standards which can facilitate the transportation network development process.

#### **C. Roadway Classification System**

This Element and the accompanying Circulation and Scenic Highways Plan (Figure 1) establish the following classification of existing and planned roadways:

# INTERNATIONAL ENVIRONMENTAL PLAN FOR THE YEAR 2000

## Introduction

### 1. Purpose

The purpose of this plan is to provide a framework for the international community to address the environmental challenges of the 21st century. It is based on the principles of sustainable development, which seeks to meet the needs of the present without compromising the ability of future generations to meet their own needs. This plan is intended to guide the actions of governments, organizations, and individuals in the pursuit of a more sustainable world.

The plan is organized into several sections, each addressing a different aspect of environmental sustainability. These sections include: the state of the environment, the role of the individual, the role of the organization, the role of the government, and the role of the international community. Each section contains specific goals and objectives that are designed to be achieved by the year 2000. The plan is intended to be a living document, one that can be updated and revised as new information becomes available and as the needs of the world change.

### 2. The State of the Environment and the Role of the Individual

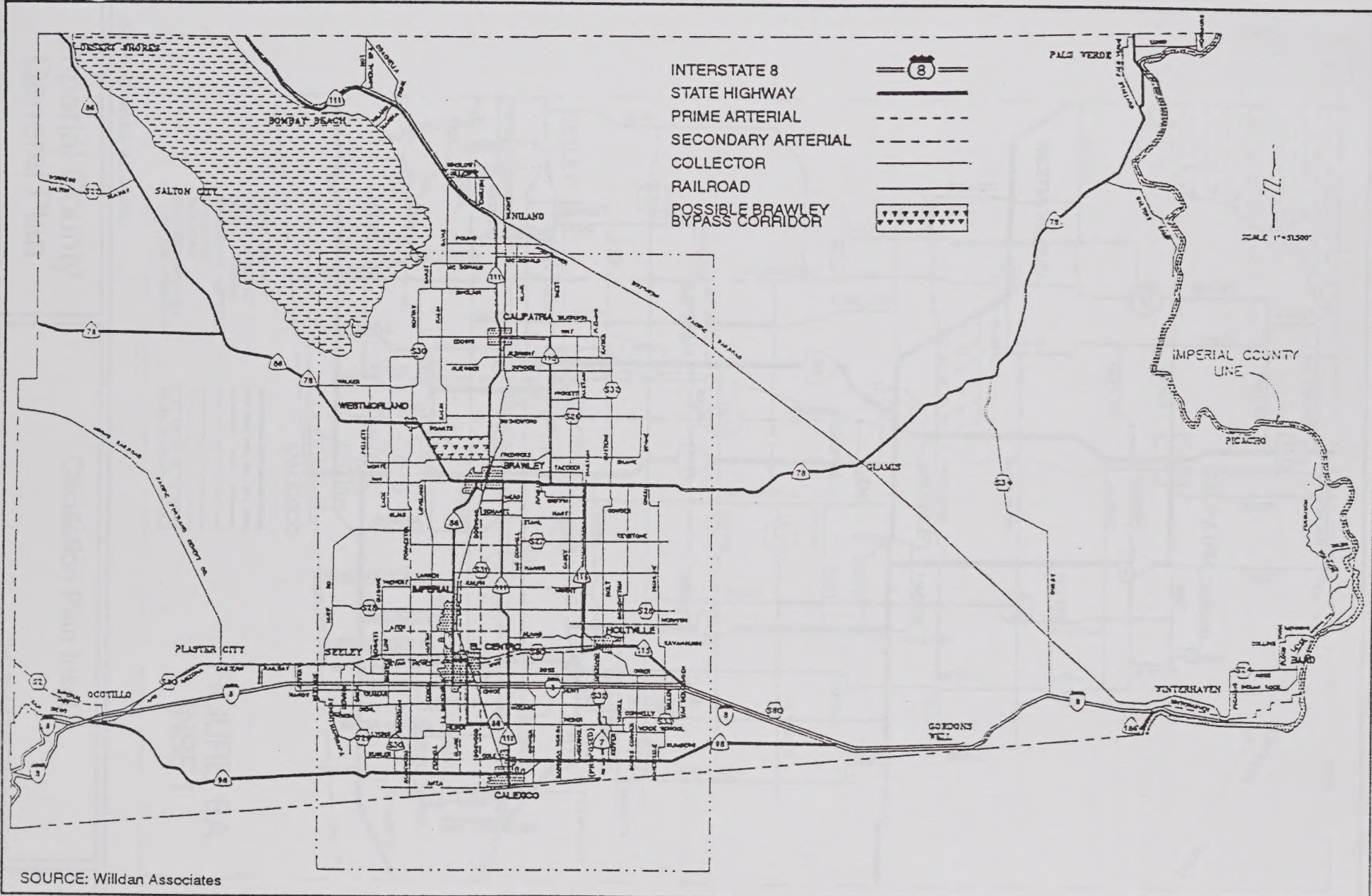
The state of the environment is a complex issue, one that involves many different factors. These factors include: climate change, air pollution, water pollution, land use, and biodiversity. Each of these factors has a significant impact on the environment, and each of them is a result of human activity. The role of the individual is to recognize this impact and to take action to reduce it. This can be done in many ways, including: conserving energy, reducing waste, and using public transportation. The role of the individual is also to educate others about the importance of environmental sustainability and to encourage them to take action as well.

The role of the organization is to provide a framework for the individual to take action. This can be done in many ways, including: providing information, providing resources, and providing support. The role of the organization is also to encourage the individual to take action and to provide a platform for them to do so. The role of the organization is also to provide a framework for the individual to take action. This can be done in many ways, including: providing information, providing resources, and providing support. The role of the organization is also to encourage the individual to take action and to provide a platform for them to do so.

### 3. The Role of the Government and the International Community

The role of the government is to provide a framework for the individual to take action. This can be done in many ways, including: providing information, providing resources, and providing support. The role of the government is also to encourage the individual to take action and to provide a platform for them to do so. The role of the government is also to provide a framework for the individual to take action. This can be done in many ways, including: providing information, providing resources, and providing support. The role of the government is also to encourage the individual to take action and to provide a platform for them to do so.





Imperial County  
General Plan

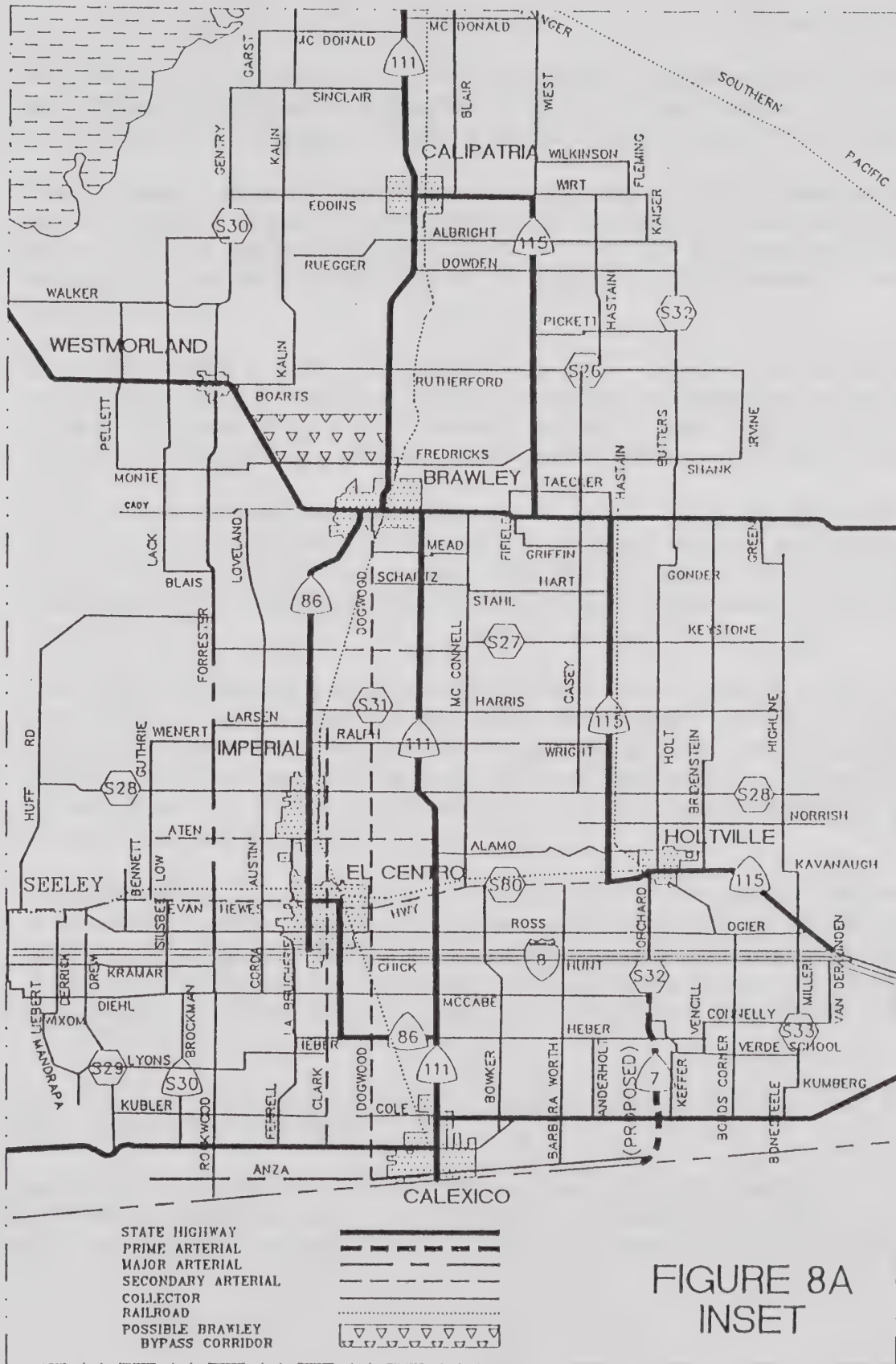
Circulation Plan

Figure  
1

Circulation and Scenic Highways







SOURCE: Willdan Associates

# Imperial County General Plan

## Circulation Plan Inset

Circulation and Scenic Highways Element





**Prime Arterial** — the main function of this classification is to provide regional, subregional, and intra-county travel services. Features include high design standards with four to six travel lanes, raised and landscaped medians, highly restricted access, and no parking.

**Major Arterial** — these provide intra-county and subregional service. Access and parking may be allowed, but closely restricted in such a manner as to ensure proper function of this roadway. Typical standards include the provision for four and six travel lanes with raised and landscaped medians for added safety and efficiency by providing protected left turn lanes at selected locations.

**Secondary Arterial** — these are designed for intra-county travel as a link between the long haul facilities and the collector/local facilities. Although it frequently provides direct access to abutting properties, that is not its primary purpose. Typical design features include provision for four travel lanes without a raised median. Parking is generally not permitted.

**Collector Street** — this is designed to connect local streets with the adjacent arterial street system. Design standards include provision for two travel lanes and parking, except in specific locations where parking is removed to provide a turn lane at intersections. Collector streets frequently provide direct access to abutting properties, although that should be avoided where feasible.

**Local Street** — this street is designed to provide direct access to abutting properties and to give access from neighborhoods to the Collector Street system. In the central Imperial Valley, local streets have historically been created along section and half-section lines forming a north/south and east/west grid. This local street network provides alternative routes to connect with Collector and Arterial streets. Design standards include provision for two travel lanes and parking.

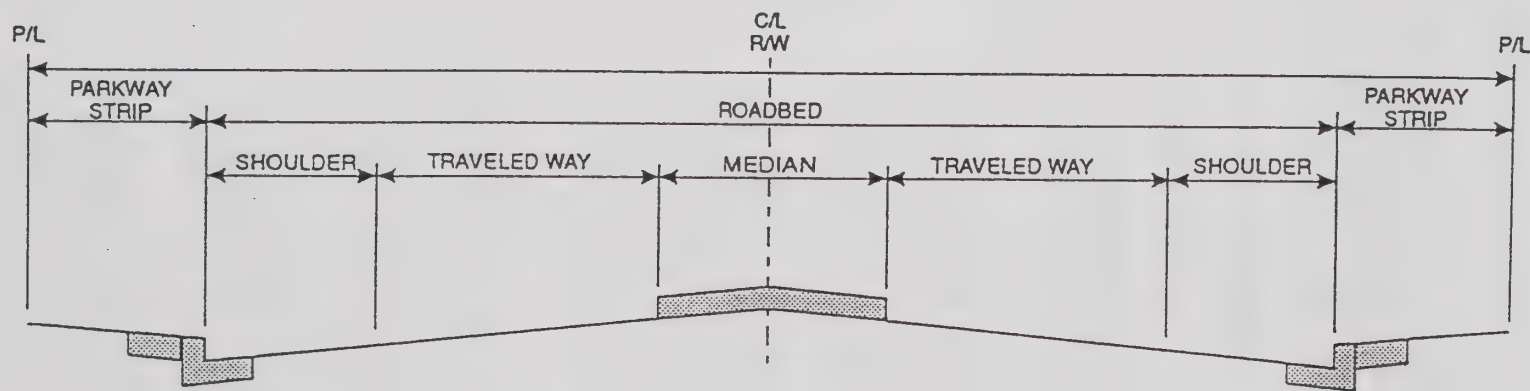
**Residential Street** - this street type also includes residential cul de sac and loop street and is designed to provide direct access to abutting properties and to give access from neighborhoods to the Local Street and Collector Street system. This classification should be discontinuous in alignment such that through trips are discouraged. Typical design standards include provision for one travel lane in each direction, parking on both sides, and direct driveway access.

A roadway cross-section illustrating the right-of-way, paved width, and other features of the street classification system is shown on Figure 2.

In addition, the designation of Scenic Highway has been placed on specified roadways in the County and may be added to others in the future. The purpose of this designation is to protect and enhance the County's scenic aesthetic resources which are visible from major County and State routes.







| CORRIDOR CLASSIFICATION               | MEDIAN | TRAVELED WAY | SHOULDER | PARKWAY STRIP | ROADBED | R/W |
|---------------------------------------|--------|--------------|----------|---------------|---------|-----|
| PRIME ARTERIAL                        | 18     | 36           | 8        | 10            | 106     | 126 |
| MAJOR ARTERIAL                        | 18     | 24           | 8        | 10            | 82      | 102 |
| SECONDARY ARTERIAL                    | 0      | 24           | 8        | 10            | 64      | 84  |
| COLLECTOR                             | 0      | 12           | 8        | 15            | 40      | 70  |
| LOCAL STREET                          | 0      | 12           | 8        | 10            | 40      | 60  |
| RESIDENTIAL STREET                    | 0      | 12           | 8        | 10            | 40      | 60  |
| RESIDENTIAL CUL-DE-SAC OR LOOP STREET | 0      | 12           | 8        | 10            | 40      | 60  |

SOURCE: Willdan Associates





## **II. EXISTING CONDITIONS AND TRENDS**

### **A. Preface**

Willdan Associates was retained by the County of Imperial to prepare and evaluate the potential transportation impact which may occur as part of the Land Use Element included with the County General Plan update program which was commenced in 1992. The following information on existing conditions is based on the Willdan report.

### **B. Existing Conditions**

#### **1. State Highways**

Existing regional access to the County of Imperial is provided via Interstate 8, State Route 111, State Route 78, State Route 86, State Routes 115, and State Route 186. The existing conditions of these routes are described below:

**Interstate 8 (I-8)** is the primary east/west route through the County between San Diego and Yuma, Arizona. It is constructed with two travel lanes in each direction with complete grade separation at all intersections. The volumes on this facility range between 6,200 average daily trips (ADT) to 22,900 ADT.

**State Route 111 (SR-111)** commences at the international border at Calexico and consists of two travel lanes in each direction north to I-8. Traffic volumes on these segments range between 22,000 and 41,000 ADT. North of I-8, SR-111 narrows to a two lane undivided roadway providing connection to Brawley, Calipatria, and along the eastern shore of the Salton Sea to the Riverside County city of Indio where it connects with I-10. Daily traffic volumes north of I-8 range are 12,100 ADT, decreasing to 3,500 ADT south of the Riverside County line.

**State Route 86 (SR-86)** is generally a north/south route, primarily constructed with two travel lanes in each direction. This facility runs from I-10 in Indio, parallels the western side of the Salton Sea, joins with SR-78 south of Salton City, continues through Westmorland to Brawley, then splits from SR-78 and continues south through Imperial and El Centro to I-8. South of I-8, it serves the community of Heber and terminates at SR-111. Daily traffic volumes on SR-86 in the unincorporated portions of the County vary between 4,100 ADT (north of SR-78) to 13,500 ADT south of Brawley. Ultimately, Caltrans has plans to widen and realign SR-86 to four lane conventional highway and expressway standards between I-8 and the Riverside County line.

**State Route 78 (SR-78)** commences at I-10 at Blythe in Riverside County, traverses Imperial County in an east/west fashion through Palo Verde, Brawley, and Westmorland, and continues through San Diego's north county before terminating at I-5. Most sections of SR-78 are constructed as a two-lane conventional highway (one travel lane in each direction) with the exception of a 1.8 mile section through the incorporated city of Brawley. Outside Brawley, SR-78 tends to carry very low traffic volumes ranging between 600 ADT east of



the San Diego County line, to 5,300 ADT just west of the City of Brawley. The portion of SR-78 east of Brawley to the Riverside County line carries daily traffic volumes ranging from 1,300 ADT to approximately 3,500 ADT. Caltrans is studying a new alignment for SR-78 which would bypass Brawley on the north as shown on Figures 1 and 2.

**State Route 98 (SR-98)** is an east/west facility separating from Interstate 8 near the community of Ocotillo, traversing in a southeasterly fashion through the City of Calexico and reconnecting to I-8 near the Algodones Sand Dunes. The majority of SR-98 is currently constructed with one travel lane in each direction, with the exception of a 2.2 mile stretch within the city of Calexico which provides two travel lanes in each direction. Daily traffic volumes on this facility range from 700 ADT west of the eastern connection of this route to I-8 to 10,500 ADT just west of the Calexico western city limits. With implementation of proposed SR-7 between the new East Border Crossing and SR-98, Caltrans is proposing to relocate SR-98 through the City of Calexico on a more northerly alignment using Cole Road, which would be upgraded from two to four travel lanes. This change will require concurrence by the City of Calexico, the County, and Caltrans.

**State Route 115 (SR-115)** is a north/south two-lane undivided highway (with a few four-lane sections along its route) and primarily serves travel north of I-8 to Holtville, Brawley, and Calipatria. Existing daily traffic volumes range between 1,200 ADT and 5,800 ADT.

**State Route 186 (SR-186)** is a short north/south facility connecting I-8 to the southeastern portion of Imperial County and the Mexican border community of Algodones. SR-186 accommodates international travel and commercial travel. Currently, this roadway is constructed with one travel lane in each direction and accommodates approximately 2,000 daily vehicle trips.

## 2. County Street Classifications

The County of Imperial's existing roadway network consists of a highly integrated combination of street types, as follows:

**Prime Arterial** classification generally provides four travel lanes within a 100-foot right-of-way with no parking permitted and a raised median. Its primary purpose is to carry through traffic and provide a direct connection to the State Highway system.

**Major Arterial** classification generally provides four travel lanes within an 64-foot paved width and an 84-foot right-of-way width. The primary function of a major arterial is to carry through traffic and its secondary purpose is to provide access to abutting property.

**Minor Arterial** classification generally provides two travel lanes within a 40-foot paved width and an 84-foot right-of-way width, with provision for a 22-foot wide parkway strip. Its primary purpose is to provide for local traffic movement and access to abutting property, and for movement between local streets and streets of higher classification. Minor arterials provide traffic circulation service within residential, commercial, and industrial areas.





**Collector Road** classification generally provides one lane in each direction with a 40-foot paved width and a 70-foot right-of-way width, allowing for a 15-foot parkway strip and provision for parking and bike lanes. Its primary purpose is to provide for local traffic movement and direct property access. Many Collectors serve industrial and business areas. Table 1 contains the proposed County of Imperial Standard Street Classification which relates levels of service to various roadway classifications.

**Local Road** classification generally provides one lane in each direction with a 40-foot paved width and a 60-foot right-of-way width. Its primary purpose is to provide for local traffic movement and direct property access.

### 3. North/South Arterials

The following County roadways accommodate most of the north/south traffic movement between local cities and communities:

**Drew Road** connects Evan Hewes Highway south to SR-98. Currently, this roadway is a two lane undivided roadway and provides access to I-8 via a diamond-type interchange with stop sign controls at the east and westbound off ramps. Drew Road carries 2,400 and 1,300 ADT north and south of I-8, respectively.

**Forrester Road** provides a connection between Brawley and I-8 west of El Centro and continuing south to McCabe Road. This facility consists of one travel lane in each direction with traffic volumes ranging between 5,300 ADT south of Keystone Road to 6,100 ADT north of Evan Hewes Highway. Forrester Road also provides a diamond-type interchange with I-8 with stop sign controls on both east and westbound off ramps. It should be noted that Forrester Road is planned to be upgraded to a four lane facility and designated as a State Route in the future. This change will require concurrence by the County and Caltrans. Field observations and traffic counts confirm a very high percentage of heavy vehicles traversing this roadway.

**Dogwood Road** connects SR-78 in Brawley to State Route 98 west of the City of Calexico on an alignment which bypasses El Centro on the east. This facility is a two lane undivided roadway with high travel speeds and currently carries between 3,300 and 4,000 ADT.

**Holt Road and Orchard Road** provide primary access to the southcentral portion of Imperial County. This facility provides a diamond-type interchange with Interstate 8 with stop sign controlled intersections for the east and westbound off ramps. This roadway is constructed with one travel lane in each direction. According to the latest available traffic counts, it carries 1,300 ADT between Evan Hewes Highway and Interstate 8. It should be noted that an extension of Orchard road to the south connecting with State Route 98 and ultimately providing service to a new international border crossing is undergoing a limited environmental analysis at this time. More detailed environmental review will be required at such time as Caltrans proposes the extension of SR-7 north of SR-98.





#### 4. East/West Arterials

The following County roadways accommodate most of the east/west traffic movement between local cities and communities:

**Evan Hewes Highway (S80)/Adams Street/SR-115** parallels I-8 to the north and served as the primary travel route between San Diego County and Arizona prior to the construction of I-8. Daily traffic volumes on this facility range from 300 ADT in the Ocotillo vicinity to 9,000 ADT just east of the El Centro city limits. Through the City of El Centro, Evan Hewes Highway connects to Adams Street and is constructed with two travel lanes in each direction. Most portions of this facility are constructed with one travel lane in each direction. West of the City of Holtville, the road corridor becomes SR-115 for approximately one mile and carries 2,100 ADT.

**McCabe Road** is located south of I-8 between Brockman Road (S30) and Orchard Road. Daily traffic volumes on this roadway vary between 500 and 600 ADT.

**Ross Road** connects the communities of Seeley and Holtville traversing through the City of El Centro. East and west of Forrester Road, Ross Road carries 1,300 and 1,200 ADT, respectively. East of the El Centro city limits, this facility carries 3,000 ADT.

**Aten Road** commences west of Forrester Road and terminates at SR-111. It is a two lane undivided roadway and traverses the southernmost portion of the City of Imperial. According to the most recent daily traffic volume counts, Aten Road carries 4,900 and 5,000 ADT east and west of Dogwood Road, respectively.

**Worthington Road** commences north of Seeley and terminates just east of Highline Road north of the City of Holtville. It is a two lane undivided roadway and traverses the northernmost section of the City of Imperial and carries 300 ADT west of Forrester Road. East and west of SR-111, it carries 1,000 and 1,800 ADT, respectively.

**Keystone Road** connects Forrester Road and Highline Road through central Imperial Valley. This two lane undivided roadway carries 1,000 and 800 ADT east and west of SR-86, respectively. Currently, traffic volume data is not available for the eastern segments of this roadway.

**Rutherford Road** provides connection between the City of Westmorland and northcentral Imperial County. East and west of SR-111, it carries 1,100 and 1,400 ADT, respectively.

**County Road S24** is located in the Winterhaven and Bard communities on the far southeastern edge of the County. It follows several roadway alignments (Picacho Road, Ross Road, Collins Road, York Road, and Imperial Dam Road) and traverses in an east/west and north/south manner through the Quechan Indian Reservation. The most recent daily traffic volume information indicates that this roadway carries between 2,000 and 2,800 ADT.



**Winterhaven Drive** between I-8 and Picacho Road serves as the connector between County Route S24 and I-8. The most recent daily traffic volumes on this segment indicate Winterhaven Drive carries 4,700 ADT.

Table 1 presents a summary of selected street segments, their functional classification, most recent daily traffic volumes, and estimated volume to capacity (V/C) ratios and level of service (LOS).

## **5. Public Transportation**

The Countywide Transit System is an inter-city fixed route bus system, subsidized by the Imperial Valley Association of Governments (IVAG), managed by the County Department of Public Works, and operated by a private transportation carrier.

Service is provided daily within the areas classified as the "Primary Corridor" which is a north/south axis throughout Brawley, Imperial, El Centro, and Calexico; and also within the "Secondary Zone" to the outlying communities of Niland, Calipatria, Westmorland, Seeley, and Holtville. The "Remote Zone" communities of Desert Shores, Salton City, Salton Sea Beach, Bombay Beach, and Winterhaven are served once a week throughout the year.

The four routes that include service to Imperial Valley College do not serve the college or the Secondary Zone during college recess or holidays. During the college recess or holidays, Secondary Zone passengers are able to access the once weekly Remote Zone buses, as the buses pass through the respective communities.

## **6. Scenic Highways**

Four areas within the County have the potential as state-designated scenic highways. Senate Bill 1467 established the Scenic Highway Program. SB1467 required a "master plan" of scenic highways. The plan and a list of highways resulted from statewide public hearings in 1963. The following routes have been designated or are eligible for state scenic highway designation:

**Interstate 8.** A portion of I-8 is in the "Master Plan of State Highways Eligible for Official Scenic Highway Designation." The initial segment for future status lies between the San Diego County line and its junction with State Route 98. This segment known as Mountain Springs Grade has a long, rapid elevation change, remarkable rock and boulder scenery and plant life variations.

**State Route 78.** The "Master Plan of State Highways Eligible for Official Scenic Highway Designation" also includes SR-78 from the junction with SR-86 to the San Diego County line. The area is considered scenic because of its desert characteristics and view of Salton Sea.

**State Route 111.** SR-111 travels along the northeast shore of the Salton Sea and is included in the "Master Plan of State Highways Eligible for Official Scenic Highway Designation" from Bombay Beach to the County line. The drive along this body of water is a study in primitive beauty and an interesting and startling anomaly. The contrast between the flat, wide Salton Sea with its sandy beach, and the rugged rise of the Chocolate Mountains has





**TABLE 1**  
**IMPERIAL COUNTY EXISTING VOLUMES AND CONGESTION LEVELS (IN THOUSANDS)**

| Street Segment              | Existing Street Classification     | LOS C Capacity | Existing Volume (in thousands) |                    |                    | LOS |
|-----------------------------|------------------------------------|----------------|--------------------------------|--------------------|--------------------|-----|
|                             |                                    |                | 1989                           | 1990               | 1991               |     |
| Anza Road                   |                                    |                |                                |                    |                    |     |
| Pulliam/SR-111              | Collector (Local east of Rockwood) | 7,100          |                                |                    | 1.8                | A   |
| SR-111/Barbara Worth        | Collector                          | 7,100          |                                |                    | 0.3 <sup>(1)</sup> | A   |
| Aten Road                   |                                    |                |                                |                    |                    |     |
| SR-86/Clark                 | Collector                          | 7,100          |                                |                    | 4.7                | C   |
| Clark/Dogwood               | Collector (4 lane facility)        | 7,100          |                                |                    | 5.0                | A   |
| Silsbee/Forrester           | Local                              | 7,100          | < 1.9 <sup>(2)</sup>           |                    |                    | A   |
| Forrester/SR-86 (Imperial)  | Collector                          | 7,100          |                                |                    | 4.7                | C   |
| Dogwood/SR-111              | Collector (4 lane facility)        | 7,100          |                                |                    | 4.9                | A   |
| Bennett Road                |                                    |                |                                |                    |                    |     |
| Havens/Evan Hewes Hwy       | Local                              | 7,100          |                                |                    | 2.4                | B   |
| Evan Hewes Hwy/Ross         | Local                              | 7,100          | < 1.9 <sup>(2)</sup>           |                    |                    | A   |
| Boarts Road (S26)           |                                    |                |                                |                    |                    |     |
| SR-86/Kalin                 | Collector                          | 7,100          | < 1.92 <sup>(2)</sup>          |                    |                    | A   |
| Borrego Salton Seaway (S22) |                                    |                |                                |                    |                    |     |
| Imperial County Line/SR-86  | Minor Arterial                     | 7,100          |                                |                    | 0.3                | A   |
| Brockman Road (S30)         |                                    |                |                                |                    |                    |     |
| SR-98/McCabe                | Collector                          | 7,100          | < 1.9 <sup>(2)</sup>           |                    |                    | A   |
| Butters Road (S32)          |                                    |                |                                |                    |                    |     |
| Gonder/SR-78                | Collector                          | 7,100          | < 1.9 <sup>(2)</sup>           |                    |                    | A   |
| SR-78/Rutherford            | Collector                          | 7,100          | < 1.9 <sup>(2)</sup>           |                    |                    | A   |
| Rutherford/Bowles           | Collector (north to Albright)      | 7,100          | < 1.9 <sup>(2)</sup>           |                    |                    | A   |
| Clark Road                  |                                    |                |                                |                    |                    |     |
| SR-98/Heber                 | Collector                          | 7,100          | 1.2                            |                    |                    | A   |
| Heber/McCabe                | Collector                          | 7,100          | 2.7                            |                    |                    | B   |
| McCabe/I-8                  | Local                              | 7,100          | 3.0                            | 2.9 <sup>(3)</sup> |                    | B   |
| I-8/Ross                    | Local                              | 7,100          |                                |                    | 3.5 <sup>(2)</sup> | B   |
| Ross/SR-86                  | Local                              | 7,100          |                                |                    | 3.5 <sup>(2)</sup> | B   |
| SR-86/Aten Road             | Local (4 lane facility)            | 7,100          |                                |                    | 3.9                | A   |
| Aten/Worthington            | Local                              | 7,100          |                                |                    | 2.4                | B   |
| Worthington/Larsen          | Local                              | 7,100          | < 1.9 <sup>(2)</sup>           |                    |                    | A   |
| Dogwood (S31)               |                                    |                |                                |                    |                    |     |
| SR-98/Heber                 | Collector                          | 7,100          | 3.6                            |                    |                    | B   |
| Heber/McCabe                | Collector                          | 7,100          | 3.5                            |                    |                    | B   |
| McCabe/I-8                  | Collector                          | 7,100          | 3.4                            |                    |                    | B   |
| I-8/Ross                    | Collector                          | 7,100          |                                |                    | 3.5 <sup>(2)</sup> | B   |
| Ross/Evan Hewes Hwy         | Collector                          | 7,100          |                                |                    | 3.6 <sup>(2)</sup> | B   |





**TABLE 1**  
**IMPERIAL COUNTY EXISTING VOLUMES AND CONGESTION LEVELS (IN THOUSANDS)**

| Street Segment                       | Existing Street Classification | LOS C Capacity | Existing Volume (in thousands) |      |                    | LOS |
|--------------------------------------|--------------------------------|----------------|--------------------------------|------|--------------------|-----|
|                                      |                                |                | 1989                           | 1990 | 1991               |     |
| Evan Hewes Hwy/Aten                  | Collector                      | 7,100          |                                |      | 4.0                | B   |
| Aten/Worthington                     | Collector                      | 7,100          |                                |      | 3.7                | B   |
| Worthington/Keystone                 | Collector                      | 7,100          |                                |      | 3.3                | B   |
| Keystone/SR-78                       | Collector                      | 7,100          |                                |      | 3.6 <sup>(1)</sup> | B   |
| Drew Road (S29)                      |                                |                |                                |      |                    |     |
| SR-98/I-8                            | Collector                      | 7,100          |                                |      | 1.3                | A   |
| I-8/Ross                             | Collector                      | 7,100          |                                |      | 1.8                | A   |
| Ross/Evan Hewes Hwy                  | Collector                      | 7,100          | 2.0                            |      | 2.4 <sup>(1)</sup> | B   |
| Dunaway Road                         |                                |                |                                |      |                    |     |
| I-8/Evan Hewes Hwy                   | Collector                      | 7,100          | 0.1                            |      | 0.8 <sup>(1)</sup> | A   |
| Eddins Road (S30)                    |                                |                |                                |      |                    |     |
| Gentry/SR-111                        | Collector                      | 7,100          |                                |      | 1.3                | A   |
| Evan Hewes Hwy (S80)                 |                                |                |                                |      |                    |     |
| I-8/Imperial Hwy                     | Collector                      | 7,100          | < 1.9 <sup>(2)</sup>           |      |                    | A   |
| Imperial Hwy/W. Limit Plaster City   | Collector                      | 7,100          |                                |      | 0.3 <sup>(1)</sup> | A   |
| E. Limit Plaster City/Dunaway        | Collector                      | 7,100          |                                |      | 0.9 <sup>(1)</sup> | A   |
| Dunaway/Drew                         | Collector                      | 7,100          | 1.8                            |      | 2.6 <sup>(1)</sup> | B   |
| Drew/Bennett                         | Collector (within Seeley)      | 7,100          |                                |      | 3.5 <sup>(2)</sup> | B   |
| Bennett/Forrester                    | Collector                      | 7,100          | 4.0                            |      | 5.4 <sup>(1)</sup> | C   |
| Forrester/SR-86                      | Collector                      | 7,100          |                                |      | 5.3                | C   |
| SR-86/Dogwood                        | Non-County                     | 27,400         |                                |      | 9.0 <sup>(2)</sup> | A   |
| Dogwood/SR-111                       | Collector                      | 27,400         |                                |      | 9.0                | A   |
| SR-111/SR-115 (W. end)               | Collector (4 lane facility)    | 27,400         |                                |      | 7.6                | A   |
| SR-115 (E. end)/Gordons Well         | Local                          | 7,100          | < 1.9 <sup>(2)</sup>           |      |                    | A   |
| Forrester Road (S30)                 |                                |                |                                |      |                    |     |
| McCabe/I-8                           | Collector                      | 7,100          | 0.6                            |      |                    | A   |
| I-8/Ross                             | Collector                      | 7,100          |                                |      | 6.0 <sup>(1)</sup> | C   |
| Ross/Evan Hewes Hwy                  | Collector                      | 7,100          |                                |      | 5.7 <sup>(1)</sup> | C   |
| Evan Hewes Hwy/Aten                  | Collector                      | 7,100          | 4.7                            |      | 6.1 <sup>(1)</sup> | C   |
| Aten/Worthington                     | Collector                      | 7,100          |                                |      | 5.9 <sup>(1)</sup> | C   |
| Worthington/Keystone                 | Collector                      | 7,100          |                                |      | 5.3 <sup>(1)</sup> | C   |
| Keystone/Cady                        | Collector                      | 7,100          |                                |      | 6.3 <sup>(1)</sup> | C   |
| Cady/Baughman (S. Limit Westmorland) | Collector                      | 7,100          |                                |      | 6.0 <sup>(1)</sup> | C   |
| N. Limit Westmorland/Gentry          | Collector                      | 7,100          |                                |      | 0.9 <sup>(1)</sup> | A   |
| Garst                                |                                |                |                                |      |                    |     |
| Sinclair/McDonald                    | Collector                      | 7,100          | < 1.9 <sup>(2)</sup>           |      |                    | A   |



**TABLE 1**  
**IMPERIAL COUNTY EXISTING VOLUMES AND CONGESTION LEVELS (IN THOUSANDS)**

| Street Segment                                       | Existing Street Classification | LOS C Capacity     | Existing Volume (in thousands) |      |                    | LOS |
|--|--------------------------------|--------------------|--------------------------------|------|--------------------|-----|
|  |                                |                    | 1989                           | 1990 | 1991               |     |
| Gentry Road (S30)                                    |                                |                    |                                |      |                    |     |
| Forrester/Eddins                                     | Collector                      | 7,100              |                                |      | 0.1 <sup>(1)</sup> | A   |
| Eddins/Sinclair                                      | Collector                      | 7,100              | < 1.9 <sup>(2)</sup>           |      |                    | A   |
| Heber Road   |                                |                    |                                |      |                    |     |
| La Brucherie/Clark                                   | Local                          | 7,100              |                                |      | 0.5 <sup>(1)</sup> | A   |
| Clark/W. end SR-86                                   | Local                          | 7,100              |                                |      | 0.8 <sup>(1)</sup> | A   |
| SR-111/Vencill Dr.                                   | Collector                      | 7,100              |                                |      | 3.0 <sup>(2)</sup> | B   |
| Highline Road (S33)                                  |                                |                    |                                |      |                    |     |
| Kavanaugh/Worthington                                | Collector                      | 7,100              | < 0.8 <sup>(1)</sup>           |      |                    | A   |
| Worthington/Keystone                                 | Collector                      | 7,100              | < 1.9 <sup>(2)</sup>           |      |                    | A   |
| Keystone/Griffin                                     | Collector                      | 7,100              | < 1.9 <sup>(2)</sup>           |      |                    | A   |
| Holt Road (S32)                                      |                                |                    |                                |      |                    |     |
| N. Limit Holtville/Worthington                       | Collector                      | 7,100              | < 1.9 <sup>(2)</sup>           |      |                    | A   |
| Worthington/Keystone                                 | Collector                      | 7,100              | < 1.9 <sup>(2)</sup>           |      |                    | A   |
| Keystone/Gonder                                      | Collector                      | 7,100              | < 1.9 <sup>(2)</sup>           |      |                    | A   |
| Hot Mineral Spa Road                                 |                                |                    |                                |      |                    |     |
| SR-111/Coachella                                     | Collector                      | 7,100              | < 1.9 <sup>(2)</sup>           |      |                    | A   |
| Imperial Highway (S2)                                |                                |                    |                                |      |                    |     |
| S.D.-Imperial County Line/<br>Evan Hewes Hwy         | Minor Arterial                 | 7,100              |                                |      | 0.2                | A   |
| Evan Hewes Hwy/I-8                                   | Minor Arterial                 | 7,100              | < 1.9 <sup>(2)</sup>           |      |                    | A   |
| I-8/SR-98  | Local                          | 7,100              |                                |      | 0.2                | A   |
| Interstate 8   |                                |                    |                                |      |                    |     |
| S.D.-Imperial County Line/<br>I-8 & SR-98 Separation | Interstate                     | N/A <sup>(4)</sup> | 8.6                            | 9.1  | 10.7               | A   |
| I-8 & SR-98 Separation/Dunaway                       | Interstate                     | N/A <sup>(4)</sup> | 7.6                            | 8.5  | 8.6                | A   |
| Dunaway/Drew   | Interstate                     | N/A <sup>(4)</sup> | 7.7                            | 8.6  | 8.7                | A   |
| Drew/Forrester                                       | Interstate                     | N/A <sup>(4)</sup> | 8.4                            | 8.4  | 8.5                | A   |
| Forrester/Imperial Ave. (El Centro W. limits)        | Interstate                     | N/A <sup>(4)</sup> | 10.5                           | 10.4 | 10.9               | B   |
| Fourth St/El Centro E. limits)/Dogwood               | Interstate                     | N/A <sup>(4)</sup> | 21.7                           | 21.6 | 22.9               | B   |
| Dogwood/SR-111                                       | Interstate                     | N/A <sup>(4)</sup> | 20.9                           | 20.8 | 22.0               | B   |
| SR-111/Bowker  | Interstate                     | N/A <sup>(4)</sup> | 8.4                            | 8.3  | 8.4                | A   |
| Bowker/Orchard                                       | Interstate                     | N/A <sup>(4)</sup> | 7.7                            | 7.6  | 7.6                | A   |
| Orchard/Bonds Corner Rd.                             | Interstate                     | N/A <sup>(4)</sup> | 6.7                            | 6.6  | 6.5                | A   |
| Bonds Corner Rd/SR-115                               | Interstate                     | N/A <sup>(4)</sup> | 6.4                            | 6.3  | 6.2                | A   |
| SR-115/SR-98   | Interstate                     | N/A <sup>(4)</sup> | 7.3                            | 7.2  | 7.2                | A   |
| SR-98/Olgilby  | Interstate                     | N/A <sup>(4)</sup> | 8.6                            | 8.7  | 8.7                | A   |
| Olgilby/Pilot Knob                                   | Interstate                     | N/A <sup>(4)</sup> | 9.3                            | 9.5  | 9.6                | A   |
| Pilot Knob/SR-186                                    | Interstate                     | N/A <sup>(4)</sup> | 9.9                            | 10.3 | 10.7               | A   |





**TABLE 1**  
**IMPERIAL COUNTY EXISTING VOLUMES AND CONGESTION LEVELS (IN THOUSANDS)**

| Street Segment   | Existing Street Classification | LOS C Capacity     | Existing Volume (in thousands) |      |      | LOS |
|--|--------------------------------|--------------------|--------------------------------|------|------|-----|
|  |                                |                    | 1989                           | 1990 | 1991 |     |
| SR-186/Winterhaven                                     | Interstate                     | N/A <sup>(4)</sup> | 13.1                           | 13.5 | 14.0 | A   |
| <b>State Route 78</b>                                  |                                |                    |                                |      |      |     |
| S.D.-Imperial County Line/Junction SR-86               | State Hwy                      | N/A <sup>(4)</sup> | 0.5                            | 0.6  | 0.6  | B   |
| SR-111/SR-115N   | State Hwy                      | N/A <sup>(4)</sup> | 4.1                            | 3.6  | 3.5  | B   |
| SR-115N/SR-115S  | State Hwy                      | N/A <sup>(4)</sup> | 3.1                            | 4.0  | 3.1  | B   |
| 1-115S/Glamis  | State Hwy                      | N/A <sup>(4)</sup> | 1.6                            | 1.6  | 1.6  | B   |
| Glamis/Ogilby  | State Hwy                      | N/A <sup>(4)</sup> | 1.6                            | 1.4  | 1.3  | B   |
| Ogilby/Palo Verde, Fourth                              | State Hwy                      | N/A <sup>(4)</sup> | 1.7                            | 1.5  | 1.5  | B   |
| Palo Verde, Fourth/Imperial County Line                | State Hwy                      | N/A <sup>(4)</sup> | 2.6                            | 2.6  | 2.5  | B   |
| <b>State Route 86</b>                                  |                                |                    |                                |      |      |     |
| Imperial County Line/Desert Shores                     | State Hwy                      | N/A <sup>(4)</sup> | 7.5                            | 7.3  | 7.5  | A   |
| Desert Shores/Brawley                                  | State Hwy                      | N/A <sup>(4)</sup> | 5.9                            | 5.7  | 5.8  | A   |
| Brawley/S. Marina                                      | State Hwy                      | N/A <sup>(4)</sup> | 4.9                            | 4.8  | 4.9  | B   |
| S. Marina/Air Park                                     | State Hwy                      | N/A <sup>(4)</sup> | 5.4                            | 5.3  | 5.4  | B   |
| Air Park/SR-78 West                                    | State Hwy                      | N/A <sup>(4)</sup> | 4.1                            | 4.0  | 4.1  | B   |
| SR-78 West/Lack  | State Hwy                      | N/A <sup>(4)</sup> | 4.3                            | 4.5  | 4.6  | B   |
| Lack/Westmorland W. City Limits                        | State Hwy                      | N/A <sup>(4)</sup> | 5.0                            | 5.2  | 5.3  | B   |
| Westmorland E. City Limits/Cady                        | State Hwy                      | N/A <sup>(4)</sup> | 5.0                            | 5.2  | 5.3  | B   |
| Western Ave. (S. Limits Brawley)/Legion                | State Hwy                      | N/A <sup>(4)</sup> | 12.8                           | 13.0 | 13.5 | C   |
| Legion/Keystone  | State Hwy                      | N/A <sup>(4)</sup> | 10.9                           | 11.1 | 11.5 | C   |
| Keystone/Imperial Ave.                                 | State Hwy                      | N/A <sup>(4)</sup> | 10.5                           | 10.7 | 11.2 | C   |
| I-8/McCabe   | State Hwy                      | N/A <sup>(4)</sup> | 8.0                            | 8.8  | 9.2  | C   |
| McCabe/Heber   | State Hwy                      | N/A <sup>(4)</sup> | 4.9                            | 5.1  | 5.1  | B   |
| Heber/Dogwood  | State Hwy                      | N/A <sup>(4)</sup> | 4.4                            | 5.5  | 5.5  | B   |
| Dogwood/SR-111   | State Hwy                      | N/A <sup>(4)</sup> | 4.3                            | 4.4  | 4.3  | B   |
| Imperial S. Limits/El Centro N. Limits                 | State Hwy                      | N/A <sup>(4)</sup> |                                |      | 15.5 | B   |
| <b>State Route 98</b>                                  |                                |                    |                                |      |      |     |
| W. Junction I-8/Imperial Hwy.                          | State Hwy                      | N/A <sup>(4)</sup> | 1.6                            | 1.8  | 1.8  | A   |
| Imperial Hwy/Drew                                      | State Hwy                      | N/A <sup>(4)</sup> | 1.8                            | 2.1  | 2.1  | A   |
| Drew/Clark   | State Hwy                      | N/A <sup>(4)</sup> | 2.5                            | 2.8  | 2.8  | A   |
| Clark/Dogwood  | State Hwy                      | N/A <sup>(4)</sup> | 7.8                            | 8.6  | 8.6  | B   |
| Dogwood/Calexico W. City Limits                        | State Hwy                      | N/A <sup>(4)</sup> | 11.3                           | 12.4 | 12.0 | B   |
| Bowker (just E. of Calexico City Limits)/Barbara Worth | State Hwy                      | N/A <sup>(4)</sup> | 2.6                            | 2.7  | 2.7  | A   |
| Barbara Worth/Bonds Corner                             | State Hwy                      | N/A <sup>(4)</sup> | 1.5                            | 1.6  | 1.6  | A   |
| Bonds Corner/E. Highline Canal                         | State Hwy                      | N/A <sup>(4)</sup> | 0.9                            | 0.9  | 0.9  | A   |
| E. Highline Canal/I-8                                  | State Hwy                      | N/A <sup>(4)</sup> | 0.7                            | 0.7  | 0.7  | A   |
| <b>State Route 111</b>                                 |                                |                    |                                |      |      |     |
| Cole (Calexico N. Limits)/Heber                        | State Hwy                      | N/A <sup>(4)</sup> | 22.2                           | 24.0 | 25.0 | B   |





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**IMPERIAL COUNTY EXISTING VOLUMES AND CONGESTION LEVELS (IN THOUSANDS)**

| Street Segment   | Existing Street Classification | LOS C Capacity     | Existing Volume (in thousands) |      |                    | LOS |
|--|--------------------------------|--------------------|--------------------------------|------|--------------------|-----|
|  |                                |                    | 1989                           | 1990 | 1991               |     |
| Heber/McCabe   | State Hwy                      | N/A <sup>(4)</sup> | 20.9                           | 20.7 | 22.0               | B   |
| McCabe/I-8   | State Hwy                      | N/A <sup>(4)</sup> | 20.1                           | 22.0 | 23.4               | B   |
| I-8/Evan Hewes Hwy   | State Hwy                      | N/A <sup>(4)</sup> | 10.7                           | 11.2 | 12.1               | D   |
| Evan Hewes Hwy/Aten  | State Hwy                      | N/A <sup>(4)</sup> | 7.7                            | 8.7  | 9.5                | C   |
| Aten/Worthington   | State Hwy                      | N/A <sup>(4)</sup> | 7.1                            | 7.2  | 7.9                | B   |
| Worthington/Keystone                                       | State Hwy                      | N/A <sup>(4)</sup> | 7.1                            | 6.6  | 7.4                | B   |
| Keystone/E. Junction 78                                    | State Hwy                      | N/A <sup>(4)</sup> | 4.9                            | 6.2  | 6.9                | B   |
| Shank (Brawley N. Limits)/Rutherford                       | State Hwy                      | N/A <sup>(4)</sup> | 5.9                            | 6.3  | 7.1                | B   |
| Rutherford/Calipatria S. Limits                            | State Hwy                      | N/A <sup>(4)</sup> | 6.0                            | 6.2  | 7.1                | B   |
| California St. (just inside Calipatria N. Limits)/Sinclair | State Hwy                      | N/A <sup>(4)</sup> | 6.9                            | 5.3  | 5.9                | B   |
| Sinclair/Niland Ave  | State Hwy                      | N/A <sup>(4)</sup> | 7.9                            | 6.6  | 7.6                | B   |
| Niland Ave/English   | State Hwy                      | N/A <sup>(4)</sup> | 4.2                            | 5.0  | 5.6                | B   |
| English/Bombay Beach                                       | State Hwy                      | N/A <sup>(4)</sup> | 3.3                            | 3.1  | 3.1                | B   |
| Bombay Beach/Imperial-Riverside County Line                | State Hwy                      | N/A <sup>(4)</sup> | 3.4                            | 3.5  | 3.5                | B   |
| State Route 115  |                                |                    |                                |      |                    |     |
| Junction I-8/Grape (Holtville E. Limits)                   | State Hwy                      | N/A <sup>(4)</sup> | 2.4                            | 2.2  | 2.1                | B   |
| Fourth St (Holtville W. Limits)/W. Junction Evan Hewes Hwy | State Hwy                      | N/A <sup>(4)</sup> | 5.8                            | 5.7  | 5.8                | B   |
| W. Junction Evan Hewes Hwy/SR-78                           | State Hwy                      | N/A <sup>(4)</sup> | 2.6                            | 2.5  | 2.7                | B   |
| SR-78/Rutherford   | State Hwy                      | N/A <sup>(4)</sup> | 1.2                            | 1.2  | 1.2                | B   |
| Rutherford/Wirt  | State Hwy                      | N/A <sup>(4)</sup> | 1.3                            | 1.2  | 1.3                | B   |
| Wirt/East Ave (Calipatria E. Limits)                       | State Hwy                      | N/A <sup>(4)</sup> | 1.7                            | 1.7  | 1.8                | B   |
| State Route 186  |                                |                    |                                |      |                    |     |
| Mexican Border/I-8   | State Hwy                      | N/A <sup>(4)</sup> | 1.9                            | 2.0  | 2.0                | C   |
| Kalin (S26)  |                                |                    |                                |      |                    |     |
| Boarts/Rutherford  | Collector                      | 7,100              | < 1.9 <sup>(2)</sup>           |      |                    | A   |
| Eddinas/Sainclair  | Collector                      | 7,100              | < 1.9 <sup>(2)</sup>           |      |                    | A   |
| Keystone Road (S27)  |                                |                    |                                |      |                    |     |
| Forrester/SR-86  | Collector                      | 7,100              | 1.0 <sup>(5)</sup>             |      | 0.8 <sup>(1)</sup> | A   |
| SR-86/Dogwood  | Collector                      | 7,100              |                                |      | 2.0 <sup>(2)</sup> | B   |
| Dogwood/SR-111   | Collector                      | 7,100              |                                |      | 2.0 <sup>(2)</sup> | B   |
| SR-111/SR-115  | Collector                      | 7,100              | < 1.9 <sup>(2)</sup>           |      |                    | A   |
| SR-115/Holt  | Collector                      | 7,100              | < 1.9 <sup>(2)</sup>           |      |                    | A   |
| Holt/Highline  | Collector                      | 7,100              | < 1.9 <sup>(2)</sup>           |      |                    | A   |
| McCabe Road  |                                |                    |                                |      |                    |     |
| Forrester/Clark  | Collector                      | 7,100              | 0.6 <sup>(5)</sup>             |      | 2.0 <sup>(2)</sup> | B   |
| Clark/Heber  | Collector                      | 7,100              |                                |      | 2.0 <sup>(2)</sup> | B   |
| Heber/Dogwood  | Collector                      | 7,100              | < 1.9 <sup>(2)</sup>           |      |                    | A   |



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| Street Segment                             | Existing Street Classification | LOS C Capacity | Existing Volume (in thousands) |      |                    | LOS |
|--|--------------------------------|----------------|--------------------------------|------|--------------------|-----|
|  |                                |                | 1989                           | 1990 | 1991               |     |
| Dogwood/SR-111                             | Collector                      | 7,100          | 0.5 <sup>(2)</sup>             |      |                    | A   |
| SR-111/Orchard                             | Collector                      | 7,100          | < 1.9 <sup>(2)</sup>           |      |                    | A   |
| McDonald                                   |                                |                |                                |      |                    |     |
| Garst/SR-111                               | Collector                      | 7,100          | < 1.9 <sup>(2)</sup>           |      |                    | A   |
| Miller Road (S33)                          |                                |                |                                |      |                    |     |
| Kumberg/I-8                                | Collector                      | 7,100          | 0.4 <sup>(5)</sup>             |      |                    | A   |
| I-8/SR-115                                 | Local                          | 7,100          | < 1.9 <sup>(2)</sup>           |      |                    | A   |
| SR-115/Kavanaugh                           | Collector                      | 7,100          | < 1.9 <sup>(2)</sup>           |      |                    | A   |
| Olgilby Road (S34)                         |                                |                |                                |      |                    |     |
| I-8/SR-78                                  | Major Collector                | 7,100          |                                |      | 0.8                | A   |
| Orchard Road (S32)                         |                                |                |                                |      |                    |     |
| King/McCabe                                | Collector                      | 7,100          | < 1.9 <sup>(2)</sup>           |      |                    | A   |
| McCabe/I-8                                 | Collector                      | 7,100          | < 1.9 <sup>(2)</sup>           |      |                    | A   |
| I-8/SR-115                                 | Collector                      | 7,100          |                                |      | 1.3                | A   |
| Picacho                                    |                                |                |                                |      |                    |     |
| Winterhaven/Ross                           | Collector                      | 7,100          |                                |      | 3.0 <sup>(2)</sup> | B   |
| Ross                                       |                                |                |                                |      |                    |     |
| Picacho/Flood                              | Collector                      | 7,100          | 2.8                            |      |                    | B   |
| Flood                                      |                                |                |                                |      |                    |     |
| Ross/Collins                               | Collector                      | 7,100          |                                |      | 2.6 <sup>(2)</sup> | B   |
| Collins                                    |                                |                |                                |      |                    |     |
| Flood/York                                 | Collector                      | 7,100          |                                |      | 2.4 <sup>(2)</sup> | B   |
| York                                       |                                |                |                                |      |                    |     |
| Collins/Mehring                            | Collector                      | 7,100          |                                |      | 2.2 <sup>(2)</sup> | B   |
| Mehring                                    |                                |                |                                |      |                    |     |
| York/Imperial Dam                          | Collector                      | 7,100          | 2.0                            |      |                    | B   |
| Imperial Dam                               |                                |                |                                |      |                    |     |
| Mehring/Imperial County Line               | Collector                      | 7,100          |                                |      | 2.0 <sup>(2)</sup> | B   |
| Ross Road                                  |                                |                |                                |      |                    |     |
| Drew/Bonnett                               | Local                          | 7,100          | < 1.9 <sup>(2)</sup>           |      |                    | A   |
| Bonnett/Forrester                          | Local                          | 7,100          |                                |      | 1.2 <sup>(1)</sup> | A   |
| Forrester/El Centro W. City Limits         | Collector                      | 7,100          | 1.1                            |      | 1.3 <sup>(1)</sup> | A   |
| Dogwood (El Centro E. City Limits/ SR-111) | Collector                      | 7,100          |                                |      | 3.0                | B   |
| SR-111/Mets                                | Collector                      | 7,100          | < 1.9 <sup>(2)</sup>           |      |                    | A   |
| Rutherford (S26)                           |                                |                |                                |      |                    |     |
| Kalin/SR-111                               | Collector                      | 7,100          |                                |      | 1.4 <sup>(1)</sup> | A   |
| SR-111/SR-115                              | Collector                      | 7,100          |                                |      | 1.1 <sup>(1)</sup> | A   |
| SR-115/Butters                             | Collector                      | 7,100          | < 1.9 <sup>(2)</sup>           |      |                    | A   |





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| Street Segment                                 | Existing Street Classification | LOS C Capacity | Existing Volume (in thousands) |      |      | LOS |
|--|--------------------------------|----------------|--------------------------------|------|------|-----|
|  |                                |                | 1989                           | 1990 | 1991 |     |
| Butters/Irvine                                 | Collector                      | 7,100          | < 1.9 <sup>(2)</sup>           |      |      | A   |
| Winterhaven Drive                              |                                |                |                                |      |      |     |
| I-8/Picacho                                    | Collector                      | 7,100          |                                |      | 4.7  | C   |
| Worthington Road (S28)                         |                                |                |                                |      |      |     |
| Huff/Forrester                                 | Collector                      | 7,100          |                                |      | 0.3  | A   |
| Forrester/La Brucherie (W. limits of Imperial) | Collector                      | 7,100          | 0.7                            |      |      | A   |
| Clark (E. limits of Imperial)/Dogwood          | Collector                      | 7,100          | 2.0 <sup>(5)</sup>             |      |      | B   |
| Dogwood/SR-111                                 | Collector                      | 7,100          |                                |      | 1.8  | A   |
| SR-111/SR-115                                  | Collector                      | 7,100          | 1.0 <sup>(5)</sup>             |      |      | A   |
| SR-115/Holt                                    | Collector                      | 7,100          | < 1.9 <sup>(2)</sup>           |      |      | A   |
| Holt/Highline                                  | Collector                      | 7,100          | < 1.9 <sup>(2)</sup>           |      |      | A   |
| Highline/Highline Canal                        | Local                          | 7,100          | < 1.9 <sup>(2)</sup>           |      |      | A   |

<sup>(1)</sup> 1992 Counts

<sup>(2)</sup> Estimated

<sup>(3)</sup> 1986 Counts

<sup>(4)</sup> LOS C capacity not applicable to State Highways and Interstates

<sup>(5)</sup> 1987 Counts





many variations. The panoramic view of the opposite (southwest) shore and its backdrop of mountains is also a sight of pre-historic beauty.

**Borrego-Salton Seaway.** County Highway S-22 is also known as the Borrego-Salton Seaway. It begins in Salton City and ends at the community of Borrego Springs in San Diego County. Along its route is Clay Point, located a mile and a half west of SR-86, which is a formation ring above the flat desert shore which shows the bed of pre-Columbian Lake Cahuilla. Three and a half miles farther west, the Anza Verde Wash parallels the Borrego-Salton Seaway with uniquely scenic desert landforms and vegetation.

To qualify for eligibility as a Scenic Highway there are certain standards for corridor protection which are found in Appendix B of this document. Please refer to the appendices for further details on the applicable standards, policies, possible implementing ordinances, and related issues.

Further, Caltrans has developed an official guide called the "Guidelines for the Official Designation of Scenic Highways" (April 1988) which can be utilized for protecting the County's scenic highways from potential aesthetic impacts from any development projects.

## **7. Railroads**

The Southern Pacific Railroad main line enters the eastern border near Winterhaven and then bears northwest and leaves the County just east of the Salton Sea. This line serves the Los Angeles area and northward in California and the balance of the U.S. eastward. There is a branch line from this main line at Niland that provides rail service to Calipatria, Brawley, Imperial, El Centro, Calexico, and Mexico. Another branch line of the Southern Pacific, the Holton Interurban Railroad, provides service from Holtville to El Centro.

The San Diego and Arizona Eastern Railroad, also a subsidiary of the Southern Pacific railroad, runs between El Centro and San Diego; but, due to damage to the line east of Jacumba in San Diego County, it presently provides rail service only between El Centro and the U.S. Gypsum plant in Plaster City.

All of the above service is freight only. Passenger rail service is being studied to provide service from Calexico to Los Angeles with terminals in Calexico, El Centro, and Brawley. In September 1991, the County Board of Supervisors endorsed the implementation of the County Intercity Railroad Project by Board Resolution.

## **8. Airports**

The primary public use airports in Imperial County are: Imperial County Airport located in the City of Imperial on SR-86; Calexico International Airport located west of Calexico on Anza Road; Brawley Airport located at the intersection of Bemis and Jones Road in northeast Brawley; Calipatria Airport located on West Main Street in Calipatria; Holtville Airport located seven miles northeast of Holtville on Norrish Road; and the U.S. Naval Air Facility located six miles west of El Centro



on Bennett Road. There are several other private airstrips located throughout Imperial County serving principally crop dusting operations.

## **9. Navigable Waterways**

Navigable waters as defined in Section 36 of the Harbors and Navigation Code are waters which come under the jurisdiction of the United States Corps of Engineers and any other publicly-owned waters within the State.

Public recreational waters in Imperial County are: Salton Sea, Ramer Lake, Finney Lake, Wiest Lake, Imperial Lake, Sunbeam Lake, Drew Lake, Senators Wash, and Squaw Lake. Sixty-one miles of the Colorado River from Imperial Dam upriver to the Riverside County line at Taylor's Ferry are also navigable waters, including the backwaters such as Palo Verde Oxbow Lake, Palo Verde Lagoon, Davis Lake, The Old River Channel, Cibola Lake, Three Finger Lake, Draper Lake, Taylor Lake, Ferguson Lake, Clear Lake, Hidden Lake, Bard Lake, and other related backwaters.

## **10. Other Local Public Utilities/Facilities**

About seventy percent of the population is provided potable water for domestic purposes from municipal water districts, which are primarily served by the Imperial Irrigation District (IID). Rural residents obtain potable water from truck delivery companies or from individual wells. IID operates 1700 miles of canals; and the Coachella Irrigation District operates 83 miles of canals that traverse the County. All of the County's cities, and the communities of Seeley, Heber, Niland, Winterhaven, and Salton City, are provided sewer service by municipal districts.

Electricity is provided to the vast majority of Imperial County, and the Coachella Valley portion of Riverside County, by IID. Imperial Irrigation District's generating facilities and sources of power are varied as follows: El Centro, 180 megawatts; Brawley, 18 megawatts; Rockwood, 50 megawatts; and the Coachella Plant, 80 megawatts. An upgrade of the El Centro Power Plant was recently proposed by IID to the California Energy Commission. Hydroelectric facilities along the All American Canal have a maximum capacity of 45 megawatts.

Due to the County's seismic conditions, the Pacific Bell telephone system is one of the most elaborate communication networks in the country. The equipment and facilities in Imperial County are earthquake resistant up to an 8.0 magnitude.

## **11. Petroleum and Natural Gas Lines**

Liquid petroleum products are delivered to and are transported through the County via the twenty-inch Santa Fe Pacific Pipe Line. This line is generally located within the Southern Pacific Railroad right-of-way. The right-of-way follows the northwest to southeast trend of Imperial Valley. It passes near the east side of the Salton Sea and serves the storage facility at Niland. The petroleum storage capacity at Niland is 77,500 barrels and at Imperial is 289,000 barrels. Storage tanks, however, are never full at one time but are normally filled fifty percent. Southeast of Ogilby, the





line turns east and travels to Yuma. A six-inch branch line distributes gas to the storage facility south of Imperial and a four-inch line serves the Naval Air Facility near Seeley.

Natural gas is delivered by the Southern California Gas Company via twin ten-inch lines which generally run south through the County in Range 14 East. These lines serve Niland, Calipatria, Brawley, Imperial, El Centro, Heber, and Calexico; and branch lines serve Holtville, Westmorland, Seeley, NAF, and Plaster City. Rural residents are served by laterals from the branch lines. The lateral lines typically do not exceed a quarter mile in length.

### **C. Trends**

In order to plan the ultimate circulation system for the County of Imperial, it is critical to account for existing as well as future development patterns. The methodology utilized to forecast traffic volumes on future roadways within Imperial County consisted of a variety of commonly used tools. These include trend line analysis, future population projections, projections contained in Caltrans District 11 Route Concept Reports (RCRs), and manual assignment of approved projects and land use decisions made by the County Board of Supervisors. Circulation Elements from the incorporated cities were also examined to ensure consistency on a county-wide basis.

Table 2 contains major street segments within the County, existing daily traffic volumes, growth rates estimated for those segment, year 2015 projected daily traffic volumes, and associated levels of service per functional classification. It should be noted that LOS criteria for interstate routes and state highways were extracted from the previously mentioned RCRs prepared by Caltrans and do not reflect proposed County of Imperial LOS standards.

As shown on Table 2, all unincorporated area street segments are forecast to operate at LOS C or better on a daily basis. For the purpose of this analysis, LOS C will be targeted as the minimum acceptable level of service. Most roadway segments are forecast to operate at LOS A with their proposed Circulation Element classification. Level of service on State Highways, in some cases, deteriorates to LOS D, however the County of Imperial has no jurisdiction over State Highways and planning for these facilities is undertaken by the State of California. County roads that do intersect with State routes should be given special consideration due to the fact that delays at intersections tend to deteriorate operating conditions along street segments.

For purposes of analysis, a table to compare daily traffic levels of service has been utilized. This is a broad base approach which can be used to identify potential capacity constraints. Where this potential exists, a more detailed peak hour analysis should be performed. The table which was developed as part of this study differs from the "daily capacities" used in the County of Imperial for traffic impact analysis studies. These "capacities" were generalized and not documented by any quantitative method. Of course, each jurisdiction determines what is an acceptable level of service, the table merely provides better uniformity in measuring the level of service.





**TABLE 2**  
**IMPERIAL COUNTY YEAR 2015 PROJECTED VOLUMES (IN THOUSANDS)**

| Street Segment              | Existing Volume    |      | Growth Rate       | Year 2015          | Proposed Classification | LOS |
|-----------------------------|--------------------|------|-------------------|--------------------|-------------------------|-----|
|                             | Volume             | Year |                   |                    |                         |     |
| Anza Road                   |                    |      |                   |                    |                         |     |
| Pulliam/SR-111              | 10.2               | 1991 | 3%                | 17.5               | Major Arterial          | B   |
| Dogwood/SR-111              | 5.1 <sup>(1)</sup> | 1991 | 3%                | 8.8                | Secondary Arterial      | A   |
| SR-111/Barbara Worth        | .3                 | 1992 | 3%                | 0.5                | Collector               | A   |
| Aten Road                   |                    |      |                   |                    |                         |     |
| SR-86/Clark                 | 4.7                | 1991 | 3%                | 8.1                | Secondary Arterial      | A   |
| Clark/Dogwood               | 5.0                | 1991 | 3%                | 8.6                | Secondary Arterial      | A   |
| Silsbee/Forrester           | 4.0 <sup>(1)</sup> | 1991 | 2%                | 5.9 <sup>(1)</sup> | Secondary Arterial      | A   |
| Forrester/SR-86 (Imperial)  | 4.7                | 1991 | 2%                | 7.0                | Secondary Arterial      | A   |
| Dogwood/SR-111              | 4.9                | 1991 | 2%                | 8.4                | Secondary Arterial      | A   |
| Dennett Road                |                    |      |                   |                    |                         |     |
| Havens/Evan Hewes Hwy       | 2.4                | 1991 | 3%                | 4.1                | Collector               | C   |
| Evan Hewes Hwy/Ross         | 2.4 <sup>(1)</sup> | 1991 | 2%                | 3.6 <sup>(1)</sup> | Collector               | B   |
| Boarts Road (S26)           |                    |      |                   |                    |                         |     |
| SR-86/Kalin                 | 1.4 <sup>(1)</sup> | 1992 | 2% <sup>(1)</sup> | 2.0                | Collector               | B   |
| Borrego Salton Seaway (S22) |                    |      |                   |                    |                         |     |
| Imperial County Line/SR-86  | 0.3                | 1992 | 2%                | 0.4                | Collector               | A   |
| Brockman Road (S30)         |                    |      |                   |                    |                         |     |
| SR-98/McCabe                | 0.7 <sup>(1)</sup> | 1989 | 5% <sup>(1)</sup> | 1.6                | Collector               | A   |
| Butlers Road                |                    |      |                   |                    |                         |     |
| Gonder/SR-78                | 0.8 <sup>(1)</sup> | 1992 | 2% <sup>(1)</sup> | 1.2                | Collector               | A   |
| SR-78/Rutherford            | 0.8 <sup>(1)</sup> | 1992 | 2% <sup>(1)</sup> | 1.2                | Collector               | A   |
| Rutherford/Bowles           | 0.8 <sup>(1)</sup> | 1992 | 2% <sup>(1)</sup> | 1.2                | Collector               | A   |
| Clark Road                  |                    |      |                   |                    |                         |     |
| SR-98/Heber                 | 2.2                | 1992 | 3%                | 3.7                | Secondary               | A   |
| Heber/McCabe                | 2.3                | 1992 | 2%                | 3.4                | Secondary               | A   |
| McCabe/I-8                  | 3.0                | 1989 | 1.1%              | 3.9                | Secondary               | A   |
| I-8/Ross                    | 3.5 <sup>(1)</sup> | 1991 | 2%                | 5.2 <sup>(1)</sup> | Secondary               | A   |
| Ross/SR-86                  | 3.5 <sup>(1)</sup> | 1991 | 2%                | 5.2 <sup>(1)</sup> | Secondary               | A   |
| SR-86/Aten Road             | 3.9 <sup>(1)</sup> | 1991 | 2%                | 5.8 <sup>(1)</sup> | Secondary               | A   |
| Aten/Worthington            | 2.4 <sup>(1)</sup> | 1991 | 3% <sup>(1)</sup> | 4.1                | Secondary               | A   |
| Worthington/Larsen          | 2.4 <sup>(1)</sup> | 1991 | 3% <sup>(1)</sup> | 4.1 <sup>(1)</sup> | Secondary               | A   |
| Dogwood (S31)               |                    |      |                   |                    |                         |     |
| Anza/SR-98                  | N/A                | N/A  | 5%                | 4.0 <sup>(2)</sup> | Secondary Arterial      | A   |
| SR-98/Heber                 | 3.6                | 1989 | 5% <sup>(1)</sup> | 8.3                | Secondary Arterial      | A   |
| Heber/McCabe                | 3.5                | 1989 | 5% <sup>(1)</sup> | 8.1                | Secondary Arterial      | A   |
| McCabe/I-8                  | 3.4                | 1989 | 5% <sup>(1)</sup> | 7.8                | Secondary Arterial      | A   |
| I-8/Ross                    | 3.5 <sup>(1)</sup> | 1991 | 5% <sup>(1)</sup> | 7.7                | Secondary Arterial      | A   |
| Ross/Evan Hewes Hwy         | 3.6 <sup>(1)</sup> | 1991 | 5% <sup>(1)</sup> | 7.9                | Secondary Arterial      | A   |
| Evan Hewes Hwy/Aten         | 4.0                | 1991 | 5% <sup>(1)</sup> | 8.8                | Secondary Arterial      | A   |
| Aten/Worthington            | 3.7                | 1991 | 5% <sup>(1)</sup> | 8.1                | Secondary Arterial      | A   |
| Worthington/Keystone        | 3.3                | 1991 | 5% <sup>(1)</sup> | 7.3                | Secondary Arterial      | A   |





**TABLE 2  
IMPERIAL COUNTY YEAR 2015 PROJECTED VOLUMES (IN THOUSANDS)**

| Street Segment                       | Existing Volume    |      | Growth Rate        | Year 2015           | Proposed Classification | LOS |
|--------------------------------------|--------------------|------|--------------------|---------------------|-------------------------|-----|
|                                      | Volume             | Year |                    |                     |                         |     |
| Keystone/SR-78                       | 3.6                | 1992 | 5% <sup>(1)</sup>  | 7.7                 | Secondary Arterial      | A   |
| <b>Drew Road (S29)</b>               |                    |      |                    |                     |                         |     |
| SR-98/I-8                            | 1.3                | 1991 | 3% <sup>(1)</sup>  | 2.2                 | Collector               | B   |
| I-8/Ross                             | 1.8                | 1991 | 15% <sup>(1)</sup> | 8.0                 | Secondary               | A   |
| Ross/Evan Hewes Hwy                  | 2.4                | 1992 | 15%                | 10.7                | Secondary               | A   |
| <b>Dunaway Road</b>                  |                    |      |                    |                     |                         |     |
| I-8/Evan Hewes Hwy                   | 0.8                | 1992 | 20%                | 4.5                 | Collector               | C   |
| <b>Eddins Road (S30)</b>             |                    |      |                    |                     |                         |     |
| Gentry/SR-111                        | 1.3                | 1991 | 2% <sup>(1)</sup>  | 1.9                 | Collector               | A   |
| <b>Evan Hewes Hwy (S80)</b>          |                    |      |                    |                     |                         |     |
| I-8/Imperial Hwy                     | 0.3 <sup>(1)</sup> | 1992 | 2% <sup>(1)</sup>  | 0.4                 | Collector               | A   |
| Imperial Hwy/W. Limit Plaster City   | 0.3                | 1992 | 2% <sup>(1)</sup>  | 0.4                 | Collector               | A   |
| E. Limit Plaster City/Dunaway        | 0.9                | 1992 | 2% <sup>(1)</sup>  | 1.3                 | Collector               | A   |
| Dunaway/Drew                         | 2.6                | 1992 | 14.8%              | 11.5                | Secondary Arterial      | A   |
| Drew/Bennett                         | 3.5 <sup>(1)</sup> | 1992 | 13% <sup>(1)</sup> | 14.0 <sup>(1)</sup> | Secondary Arterial      | B   |
| Bennett/Forrester                    | 5.4                | 1992 | 11.7%              | 19.0                | Secondary Arterial      | B   |
| Forrester/SR-86                      | 5.3                | 1991 | 8.9%               | 16.6                | Secondary Arterial      | B   |
| SR-86/Dogwood                        | 9.0                | 1991 | 4% <sup>(1)</sup>  | 17.6                | Non-County              | B   |
| Dogwood/SR-111                       | 9.0                | 1991 | 4% <sup>(1)</sup>  | 17.6                | Secondary Arterial      | B   |
| SR-111/SR-115 (W. end)               | 7.6                | 1991 | 3% <sup>(1)</sup>  | 13.1                | Secondary Arterial      | A   |
| SR-115 (E. end)/Gordons Well         | 1.0 <sup>(1)</sup> | 1992 | 2% <sup>(1)</sup>  | 1.5 <sup>(1)</sup>  | Collector               | A   |
| <b>Forrester Road (S30)</b>          |                    |      |                    |                     |                         |     |
| McCabe/I-8                           | 0.6                | 1989 | 2% <sup>(1)</sup>  | 0.9                 | Collector               | A   |
| I-8/Ross                             | 6.0                | 1992 | 5% <sup>(1)</sup>  | 12.9                | Major Arterial          | A   |
| Ross/Evan Hewes Hwy                  | 5.7                | 1992 | 5% <sup>(1)</sup>  | 12.3                | Major Arterial          | A   |
| Evan Hewes Hwy/Aten                  | 6.1                | 1992 | 9.9%               | 20.0                | Major Arterial          | B   |
| Aten/Worthington                     | 5.9                | 1992 | 5% <sup>(1)</sup>  | 12.7                | Major Arterial          | A   |
| Worthington/Keystone                 | 5.3                | 1992 | 5% <sup>(1)</sup>  | 11.4                | Major Arterial          | A   |
| Keystone/Cady                        | 6.3                | 1992 | 5% <sup>(1)</sup>  | 13.5                | Major Arterial          | A   |
| Cady/Baughman (S. Limit Westmorland) | 6.0                | 1992 | 5% <sup>(1)</sup>  | 12.9                | Major Arterial          | A   |
| N. Limit Westmorland/Gentry          | 0.9                | 1992 | 2% <sup>(1)</sup>  | 1.3                 | Collector               | A   |
| Sinclair/McDonald                    | 0.2 <sup>(1)</sup> | 1992 | 2%                 | 0.3 <sup>(1)</sup>  | Collector               | A   |
| <b>Gentry Road (S30)</b>             |                    |      |                    |                     |                         |     |
| Forrester/Eddins                     | 0.1                | 1992 | 2% <sup>(1)</sup>  | 0.1                 | Collector               | A   |
| Eddins/Sinclair                      | 1.0 <sup>(1)</sup> | 1992 | 2%                 | 1.5                 | Collector               | A   |
| <b>Heber Road</b>                    |                    |      |                    |                     |                         |     |
| La Brucherie/Clark                   | 0.5 <sup>(1)</sup> | 1992 | 2% <sup>(1)</sup>  | 0.7 <sup>(1)</sup>  | Collector               | A   |
| Clark/W. end SR-86                   | 0.8 <sup>(1)</sup> | 1992 | 2% <sup>(1)</sup>  | 1.2 <sup>(1)</sup>  | Collector               | A   |
| SR-111/Vencill Dr.                   | 3.0 <sup>(1)</sup> | 1992 | 2% <sup>(1)</sup>  | 4.4 <sup>(1)</sup>  | Collector               | C   |
| <b>Highline Road (S33)</b>           |                    |      |                    |                     |                         |     |
| Kavanaugh/Worthington                | 0.4 <sup>(1)</sup> | 1992 | 2% <sup>(1)</sup>  | 1.6 <sup>(1)</sup>  | Collector               | A   |
| Worthington/Keystone                 | 0.8 <sup>(1)</sup> | 1992 | 2% <sup>(1)</sup>  | 1.2 <sup>(1)</sup>  | Collector               | A   |





**TABLE 2**  
**IMPERIAL COUNTY YEAR 2015 PROJECTED VOLUMES (IN THOUSANDS)**

| Street Segment                                   | Existing Volume    |      | Growth Rate         | Year 2015          | Proposed Classification | LOS |
|--|--------------------|------|---------------------|--------------------|-------------------------|-----|
|  | Volume             | Year |                     |                    |                         |     |
| Keystone/Griffin                                 | 0.8 <sup>(1)</sup> | 1992 | 2% <sup>(1)</sup>   | 1.2 <sup>(1)</sup> | Collector               | A   |
| <b>Holt Road (S32)</b>                           |                    |      |                     |                    |                         |     |
| N. Limit Holtville/Worthington                   | 1.0 <sup>(1)</sup> | 1992 | 2% <sup>(1)</sup>   | 1.5 <sup>(1)</sup> | Collector               | A   |
| Worthington/Keystone                             | 1.0 <sup>(1)</sup> | 1992 | 2% <sup>(1)</sup>   | 1.5 <sup>(1)</sup> | Collector               | A   |
| Keystone/Gonder                                  | 1.0 <sup>(1)</sup> | 1992 | 2% <sup>(1)</sup>   | 1.5 <sup>(1)</sup> | Collector               | A   |
| <b>Hot Mineral Spa Road</b>                      |                    |      |                     |                    |                         |     |
| SR-111/Coachella                                 | 1.0 <sup>(1)</sup> | 1992 | 2% <sup>(1)</sup>   | 1.5 <sup>(1)</sup> | Collector               | A   |
| <b>Imperial Highway (S2)</b>                     |                    |      |                     |                    |                         |     |
| S.D.-Imperial County Line/Evan Hewes Hwy         | 0.2                | 1991 | 2% <sup>(1)</sup>   | 0.3                | Secondary Arterial      | A   |
| Evan Hewes Hwy/I-8                               | 0.2 <sup>(1)</sup> | 1991 | 2% <sup>(1)</sup>   | 0.3 <sup>(1)</sup> | Secondary Arterial      | A   |
| I-8/SR-98  | 0.2                | 1991 | 2% <sup>(1)</sup>   | 0.3 <sup>(1)</sup> | Collector               | A   |
| <b>Interstate 8</b>                              |                    |      |                     |                    |                         |     |
| S.D.-Imperial County Line/I-8 & SR-98 Separation | 10.7               | 1991 | 6.0%                | 26.1               | State Hwy               | B   |
| I-8 & SR-98 Separation/Dunaway                   | 8.6                | 1991 | 4.7%                | 18.3               | State Hwy               | B   |
| Dunaway/Drew                                     | 8.7                | 1991 | 5.3%                | 19.8               | State Hwy               | B   |
| Drew/Forrester                                   | 8.5                | 1991 | 4.3%                | 17.3               | State Hwy               | B   |
| Forrester/Imperial Ave. (El Centro W. limits)    | 10.9               | 1991 | 7.0% <sup>(1)</sup> | 29.2               | State Hwy               | B   |
| Fourth St/El Centro E. limits/Dogwood            | 22.9               | 1991 | 5.0% <sup>(1)</sup> | 50.4               | State Hwy               | D   |
| Dogwood/SR-111                                   | 22.0               | 1991 | 5.0% <sup>(1)</sup> | 48.4               | State Hwy               | D   |
| SR-111/Bowker                                    | 8.4                | 1991 | 3.7%                | 15.9               | State Hwy               | A   |
| Bowker/Orchard                                   | 7.6                | 1991 | 3.4%                | 13.8               | State Hwy               | A   |
| Orchard/Bonds Corner Rd.                         | 6.5                | 1991 | 4.0% <sup>(1)</sup> | 12.7               | State Hwy               | A   |
| Bonds Corner Rd/SR-115                           | 6.2                | 1991 | 4.0% <sup>(1)</sup> | 12.2               | State Hwy               | A   |
| SR-115/SR-98                                     | 7.2                | 1991 | 4.0% <sup>(1)</sup> | 14.1               | State Hwy               | A   |
| SR-98/Ogilby                                     | 8.7                | 1991 | 2.5%                | 13.9               | State Hwy               | A   |
| Ogilby/Pilot Knob                                | 9.6                | 1991 | 3.1%                | 16.7               | State Hwy               | B   |
| Pilot Knob/SR-186                                | 10.7               | 1991 | 4.2%                | 21.5               | State Hwy               | B   |
| SR-186/Winterhaven                               | 14.0               | 1991 | 7.0%                | 37.5               | State Hwy               | C   |
| <b>State Route 78</b>                            |                    |      |                     |                    |                         |     |
| S.D.-Imperial County Line/Junction SR-86         | 0.6                | 1991 | 7.0% <sup>(1)</sup> | 1.6                | State Hwy               | B   |
| SR-111/SR-115N                                   | 3.5                | 1991 | 3.0% <sup>(1)</sup> | 6.0                | State Hwy               | C   |
| SR-115N/SR-115S                                  | 3.1                | 1991 | 4.0% <sup>(1)</sup> | 6.1                | State Hwy               | C   |
| I-115S/Glamis                                    | 1.6                | 1991 | 2.0% <sup>(1)</sup> | 2.4                | State Hwy               | B   |
| Glamis/Ogilby                                    | 1.3                | 1991 | 3.7%                | 2.5                | State Hwy               | B   |
| Ogilby/Palo Verde, Fourth                        | 1.5                | 1991 | 4.2%                | 3.0                | State Hwy               | B   |
| Palo Verde, Fourth/Imperial County Line          | 2.5                | 1991 | 7.7%                | 7.1                | State Hwy               | C   |
| <b>State Route 86</b>                            |                    |      |                     |                    |                         |     |
| Imperial County Line/Desert Shores               | 7.5                | 1991 | 9.0%                | 23.7               | State Hwy               | B   |
| Desert Shores/Brawley                            | 5.8                | 1991 | 6.8%                | 15.3               | State Hwy               | B   |
| Brawley/S. Marina                                | 4.9                | 1991 | 4.4%                | 10.1               | State Hwy               | B   |
| S. Marina/Air Park                               | 5.4                | 1991 | 7.2%                | 14.7               | State Hwy               | B   |





**TABLE 2**  
**IMPERIAL COUNTY YEAR 2015 PROJECTED VOLUMES (IN THOUSANDS)**

| Street Segment  | Existing Volume |      | Growth Rate          | Year 2015          | Proposed Classification | LOS |
|---|-----------------|------|----------------------|--------------------|-------------------------|-----|
|   | Volume          | Year |                      |                    |                         |     |
| Air Park/SR-78 West                                       | 4.1             | 1991 | 5.9%                 | 9.9                | State Hwy               | B   |
| SR-78 West/Lack   | 4.6             | 1991 | 11.8%                | 17.6               | State Hwy               | B   |
| Lack/Westmorland W. City Limits                           | 5.3             | 1991 | 0.7%                 | 6.2                | State Hwy               | B   |
| Westmorland E. City Limits/Cady                           | 5.3             | 1991 | 1.9%                 | 7.7                | State Hwy               | A   |
| Western Ave. (S. Limits Brawley)/Legion                   | 13.5            | 1991 | 2.0%                 | 20.0               | State Hwy               | B   |
| Legion/Keystone   | 11.5            | 1991 | 3.8% <sup>(1)</sup>  | 22.0               | State Hwy               | C   |
| Keystone/Imperial Ave.                                    | 11.2            | 1991 | 4.0%                 | 22.0               | State Hwy               | C   |
| Imperial S. Limits/El Centro N. Limits                    | 15.5            | 1991 | 3.0% <sup>(1)</sup>  | 26.7               | State Hwy               | C   |
| I-8/McCabe  | 9.2             | 1991 | 8.0%                 | 26.9               | State Hwy               | C   |
| McCabe/Heber  | 5.1             | 1991 | 3.8%                 | 9.8                | State Hwy               | C   |
| Heber/Dogwood   | 5.5             | 1991 | 4.8%                 | 11.8               | State Hwy               | D   |
| Dogwood/SR-111  | 4.3             | 1991 | 1.6%                 | 6.0                | State Hwy               | C   |
| <b>State Route 98</b>                                     |                 |      |                      |                    |                         |     |
| W. Junction I-8/Imperial Hwy.                             | 1.8             | 1991 | 10.0% <sup>(1)</sup> | 6.1                | State Hwy               | B   |
| Imperial Hwy/Drew   | 2.1             | 1991 | 10.0% <sup>(1)</sup> | 7.1                | State Hwy               | B   |
| Drew/Clark  | 2.8             | 1991 | 3.3%                 | 5.0                | State Hwy               | B   |
| Clark/Dogwood   | 8.6             | 1991 | 4.0%                 | 16.9               | State Hwy               | C   |
| Dogwood/Calexico W. City Limits                           | 12.0            | 1991 | 5.0% <sup>(1)</sup>  | 26.1               | State Hwy               | C   |
| Bowker (just E. of Calalexico City Limits)/Barbara Worth  | 2.7             | 1991 | 33.0% <sup>(1)</sup> | 24.1               | State Hwy               | C   |
| Barbara Worth/Bonds Corner                                | 1.6             | 1991 | 12.5% <sup>(1)</sup> | 6.4 <sup>(1)</sup> | State Hwy               | B   |
| Bonds Corner/E. Highline Canal                            | 0.9             | 1991 | 0.9%                 | 1.1                | State Hwy               | A   |
| E. Highline Canal/I-8                                     | 0.7             | 1991 | 3.3%                 | 1.3                | State Hwy               | A   |
| <b>State Route 111</b>                                    |                 |      |                      |                    |                         |     |
| Cole (Calalexico N. Limits)/Heber                         | 25.0            | 1991 | 3.0% <sup>(1)</sup>  | 43.0               | State Hwy               | C   |
| Heber/McCabe  | 22.0            | 1991 | 3.0% <sup>(1)</sup>  | 37.8               | State Hwy               | C   |
| McCabe/I-8  | 23.4            | 1991 | 3.0% <sup>(1)</sup>  | 40.2               | State Hwy               | C   |
| I-8/Evan Hewes Hwy  | 12.1            | 1991 | 3.0% <sup>(1)</sup>  | 20.8               | State Hwy               | B   |
| Evan Hewes Hwy/Aten                                       | 9.5             | 1991 | 3.0% <sup>(1)</sup>  | 16.3               | State Hwy               | B   |
| Aten/Worthington  | 7.9             | 1991 | 3.0% <sup>(1)</sup>  | 13.6               | State Hwy               | B   |
| Worthington/Keystone                                      | 7.4             | 1991 | 3.0% <sup>(1)</sup>  | 12.7               | State Hwy               | B   |
| Keystone/E. Junction 78                                   | 6.9             | 1991 | 3.0% <sup>(1)</sup>  | 11.9               | State Hwy               | B   |
| Shank (Brawley N. Limits)/Rutherford                      | 7.1             | 1991 | 5.4%                 | 16.3               | State Hwy               | B   |
| Rutherford/Calipatria S. Limits                           | 7.1             | 1991 | 5.8%                 | 17.0               | State Hwy               | B   |
| California St (just inside Calipatria N. Limits)/Sinclair | 5.9             | 1991 | 2.4%                 | 9.3                | State Hwy               | B   |
| Sinclair/Niland Ave                                       | 7.6             | 1991 | 6.9                  | 20.2               | State Hwy               | C   |
| Niland Ave/English  | 5.6             | 1991 | 6.5%                 | 14.3               | State Hwy               | B   |
| English/Bombay Beach                                      | 3.1             | 1991 | 4.5% <sup>(1)</sup>  | 6.4                | State Hwy               | B   |
| Bombay Beach/Imperial-Riverside County Line               | 3.5             | 1991 | 3.8%                 | 6.7                | State Hwy               | B   |
| <b>State Route 115</b>                                    |                 |      |                      |                    |                         |     |
| Junction I-8/Grape (Holtville E. Limits)                  | 2.1             | 1991 | 2.8% <sup>(1)</sup>  | 3.5                | State Hwy               | B   |





**TABLE 2**  
**IMPERIAL COUNTY YEAR 2015 PROJECTED VOLUMES (IN THOUSANDS)**

| Street Segment   | Existing Volume    |      | Growth Rate        | Year 2015           | Proposed Classification | LOS |
|--|--------------------|------|--------------------|---------------------|-------------------------|-----|
|  | Volume             | Year |                    |                     |                         |     |
| Fourth St (Holtville W. Limits)/W. Junction Evan Hewes Hwy | 5.8                | 1991 | 1.1%               | 7.3                 | State Hwy               | C   |
| W. Junction Evan Hewes Hwy/SR-78                           | 2.7                | 1991 | 1.5%               | 3.7                 | State Hwy               | B   |
| SR-78/Rutherford   | 1.2                | 1991 | 7.5%               | 3.4                 | State Hwy               | B   |
| Rutherford/Wirt  | 1.3                | 1991 | 6.8%               | 3.4                 | State Hwy               | B   |
| Wirt/East Ave (Calipatria E. Limits)                       | 1.8                | 1991 | 4.0%               | 3.5                 | State Hwy               | B   |
| <b>State Route 186</b>                                     |                    |      |                    |                     |                         |     |
| Mexican Border/I-8   | 2.0                | 1991 | 5.0%               | 4.4                 | State Hwy               | C   |
| <b>Kallin (S26)</b>  |                    |      |                    |                     |                         |     |
| Boarts/Rutherford  | 1.4 <sup>(1)</sup> | 1992 | 2% <sup>(1)</sup>  | 2.0 <sup>(1)</sup>  | Collector               | B   |
| Eddins/Sinclair  | 0.3 <sup>(1)</sup> | 1992 | 2%                 | 0.4 <sup>(1)</sup>  | Collector               | A   |
| <b>Keystone Road (S27)</b>                                 |                    |      |                    |                     |                         |     |
| Forrester/SR-86  | 0.8                | 1992 | 2% <sup>(1)</sup>  | 1.2                 | Collector               | A   |
| SR-86/Dogwood  | 2.0 <sup>(1)</sup> | 1992 | 14% <sup>(1)</sup> | 8.4 <sup>(1)</sup>  | Secondary               | A   |
| Dogwood/SR-111   | 2.0 <sup>(1)</sup> | 1992 | 14% <sup>(1)</sup> | 8.4 <sup>(1)</sup>  | Secondary               | A   |
| SR-111/SR-115  | 1.0 <sup>(1)</sup> | 1992 | 2% <sup>(1)</sup>  | 1.5 <sup>(1)</sup>  | Collector               | A   |
| SR-115/Holt  | 1.0 <sup>(1)</sup> | 1992 | 2% <sup>(1)</sup>  | 1.5 <sup>(1)</sup>  | Collector               | A   |
| Holt/Highline  | 0.8 <sup>(1)</sup> | 1992 | 2% <sup>(1)</sup>  | 1.2 <sup>(1)</sup>  | Collector               | A   |
| <b>McCabe Road</b>   |                    |      |                    |                     |                         |     |
| Forrester/Clark  | 2.0                | 1992 | 2% <sup>(1)</sup>  | 2.9                 | Collector               | B   |
| Clark/Heber  | 2.0 <sup>(1)</sup> | 1992 | 2% <sup>(1)</sup>  | 2.9 <sup>(1)</sup>  | Collector               | B   |
| Heber/Dogwood  | 1.0 <sup>(1)</sup> | 1992 | 2% <sup>(1)</sup>  | 1.5 <sup>(1)</sup>  | Collector               | A   |
| Dogwood/SR-111   | 0.5                | 1987 | 2% <sup>(1)</sup>  | 0.8                 | Collector               | A   |
| SR-111/Orchard   | 0.5 <sup>(1)</sup> | 1992 | 2% <sup>(1)</sup>  | 0.70 <sup>(1)</sup> | Collector               | A   |
| <b>Miller Road (S33)</b>                                   |                    |      |                    |                     |                         |     |
| Kumberg/I-8  | 0.4                | 1987 | 2% <sup>(1)</sup>  | 0.6                 | Collector               | A   |
| I-8/SR-115   | 0.5 <sup>(1)</sup> | 1992 | 2% <sup>(1)</sup>  | 0.7 <sup>(1)</sup>  | Collector               | A   |
| SR-115/Kavanaugh   | 0.6 <sup>(1)</sup> | 1992 | 2% <sup>(1)</sup>  | 0.9 <sup>(1)</sup>  | Collector               | A   |
| <b>Ogillby Road (S34)</b>                                  |                    |      |                    |                     |                         |     |
| I-8/SR-78  | 0.8                | 1991 | 2% <sup>(1)</sup>  | 1.2                 | Collector               | A   |
| <b>Orchard Road (S32)</b>                                  |                    |      |                    |                     |                         |     |
| King/McCabe  | 0.5 <sup>(1)</sup> | 1992 | N/A <sup>(2)</sup> | 30.0 <sup>(1)</sup> | Prime                   | B   |
| McCabe/I-8   | 1.0 <sup>(1)</sup> | 1992 | N/A <sup>(2)</sup> | 35.0 <sup>(1)</sup> | Prime                   | B   |
| I-8/SR-115   | 1.3                | 1990 | N/A <sup>(2)</sup> | 15.0 <sup>(1)</sup> | Major                   | B   |
| <b>Picacho (S24)</b>                                       |                    |      |                    |                     |                         |     |
| Winterhaven/Ross   | 3.0 <sup>(1)</sup> | 1992 | 2% <sup>(1)</sup>  | 4.4 <sup>(1)</sup>  | Collector               | C   |
| <b>Ross</b>  |                    |      |                    |                     |                         |     |
| Picacho/Flood  | 2.8                | 1989 | 2% <sup>(1)</sup>  | 4.3                 | Collector               | C   |
| <b>Flood</b>   |                    |      |                    |                     |                         |     |
| Ross/Collins   | 2.6 <sup>(1)</sup> | 1992 | 2% <sup>(1)</sup>  | 3.8 <sup>(1)</sup>  | Collector               | B   |
| <b>Collins</b>   |                    |      |                    |                     |                         |     |
| Flood/York   | 2.4 <sup>(1)</sup> | 1992 | 2% <sup>(1)</sup>  | 3.5 <sup>(1)</sup>  | Collector               | B   |





**TABLE 2**  
**IMPERIAL COUNTY YEAR 2015 PROJECTED VOLUMES (IN THOUSANDS)**

| Street Segment                                 | Existing Volume    |      | Growth Rate       | Year 2015          | Proposed Classification | LOS |
|--|--------------------|------|-------------------|--------------------|-------------------------|-----|
|  | Volume             | Year |                   |                    |                         |     |
| York   |                    |      |                   |                    |                         |     |
| Collins/Mehring                                | 2.2 <sup>(1)</sup> | 1992 | 2% <sup>(1)</sup> | 3.2 <sup>(1)</sup> | Collector               | B   |
| Mehring  |                    |      |                   |                    |                         |     |
| York/Imperial Dam                              | 2.0                | 1989 | 2% <sup>(1)</sup> | 3.0                | Collector               | B   |
| Imperial Dam                                   |                    |      |                   |                    |                         |     |
| Mehring/Imperial County Line                   | 2.0 <sup>(1)</sup> | 1992 | 2% <sup>(1)</sup> | 2.9 <sup>(1)</sup> | Collector               | B   |
| Ross Road                                      |                    |      |                   |                    |                         |     |
| Drew/Bonnett                                   | 1.2 <sup>(1)</sup> | 1992 | 6% <sup>(1)</sup> | 2.9 <sup>(1)</sup> | Collector               | B   |
| Bennett/Forrester                              | 1.2                | 1992 | 6% <sup>(1)</sup> | 2.9                | Collector               | B   |
| Forrester/El Centro W. City Limits             | 1.3                | 1992 | 6.1%              | 3.1                | Collector               | B   |
| Dogwood (El Centro E. City Limits/SR-111       | 3.0                | 1991 | 3% <sup>(1)</sup> | 5.2                | Collector               | C   |
| SR-111/Mets                                    | 1.2 <sup>(1)</sup> | 1992 | 2% <sup>(1)</sup> | 1.8 <sup>(1)</sup> | Collector               | A   |
| Rutherford (S26)                               |                    |      |                   |                    |                         |     |
| Kalin/SR-111                                   | 1.4                | 1992 | 2% <sup>(1)</sup> | 2.0                | Collector               | B   |
| SR-111/SR-115                                  | 1.1                | 1992 | 2% <sup>(1)</sup> | 1.6                | Collector               | A   |
| SR-115/Butters                                 | 1.0 <sup>(1)</sup> | 1992 | 2% <sup>(1)</sup> | 1.5 <sup>(1)</sup> | Collector               | A   |
| Butters/Irvine                                 | 0.8 <sup>(1)</sup> | 1992 | 2% <sup>(1)</sup> | 1.2 <sup>(1)</sup> | Collector               | A   |
| Sinclair                                       |                    |      |                   |                    |                         |     |
| Kalin/Sr-111                                   | 0.3 <sup>(1)</sup> | 1992 | 2% <sup>(1)</sup> | 0.4 <sup>(1)</sup> | Collector               | A   |
| Walker   |                    |      |                   |                    |                         |     |
| Forrester/Gentry                               | 0.9 <sup>(1)</sup> | 1992 | 2% <sup>(1)</sup> | 1.3 <sup>(1)</sup> | Collector               | A   |
| Winterhaven Drive                              |                    |      |                   |                    |                         |     |
| I-8/Picacho                                    | 4.7                | 1991 | 2% <sup>(1)</sup> | 7.0                | Secondary               | A   |
| Worthington Road (S28)                         |                    |      |                   |                    |                         |     |
| Huff/Forrester                                 | 0.3                | 1991 | 2% <sup>(1)</sup> | 0.4                | Collector               | A   |
| Forrester/La Brucherie (W. limits of Imperial) | 0.7                | 1989 | 2% <sup>(1)</sup> | 1.1                | Collector               | A   |
| Clark (E. limits of Imperial)/Dogwood          | 2.0                | 1987 | 3% <sup>(1)</sup> | 3.7                | Collector               | B   |
| Dogwood/SR-111                                 | 1.8                | 1991 | 3% <sup>(1)</sup> | 3.1                | Collector               | B   |
| SR-111/SR-115                                  | 1.0                | 1987 | 2% <sup>(1)</sup> | 1.6                | Collector               | A   |
| SR-115/Holt                                    | 0.8 <sup>(1)</sup> | 1992 | 2% <sup>(1)</sup> | 1.2 <sup>(1)</sup> | Collector               | A   |
| Holt/Highline                                  | 0.6 <sup>(1)</sup> | 1992 | 2% <sup>(1)</sup> | 0.9 <sup>(1)</sup> | Collector               | A   |
| Highline/Highline Canal                        | 0.6 <sup>(1)</sup> | 1992 | 2% <sup>(1)</sup> | 0.9 <sup>(1)</sup> | Collector               | A   |

<sup>(1)</sup> Estimated

<sup>(2)</sup> LOS C capacity not applicable to State Highways and Interstates



### **III. GOALS AND OBJECTIVES**

#### **A. Preface**

The following presents a set of goals and objectives of the Circulation and Scenic Highways Element along with policies to achieve these specific goals and objectives. They have been prepared in collaboration with the General Plan Ad-Hoc Advisory Committee appointed by the Board of Supervisors.

The Goals and Objectives, together with the Implementation Programs and Policies in Chapter IV, are the statements that shall provide direction for private development as well as government actions and programs. Imperial County's Goals and Objectives are intended to serve as long-term principles and policy statements representing ideals which have been determined by the citizens as being desirable and deserving of community time and resources to achieve. These Goals and Objectives, therefore, are important guidelines for land use decision making. It is recognized, however, that other social, economic, environmental, and legal considerations are involved in land use decisions and that these Goals and Objectives, and those of the other General Plan Elements, should be used as guidelines but not doctrines.

#### **B. Goals and Objectives**

##### **Safe, Convenient, and Efficient Transportation System**

Goal 1: The County will provide an integrated transportation system for the safe and efficient movement of people and goods within and through the County of Imperial with minimum disruption to the environment.

Objective 1.1 Maintain and improve the existing road and highway network, while providing for future expansion and improvement based on travel demand and the development of alternative travel modes.

Objective 1.2 Require a traffic analysis for any new development which may have a significant impact on County roads. In general, a traffic analysis should be required for projects which generate more than 500 ADT.

Objective 1.3 Ensure safe and coordinated traffic patterns, contiguous growth, and promote a planned and consistent development around city/township areas.

Objective 1.4 In addition to Collector and Arterial roads, maintain and, where appropriate, extend the existing network of Local Streets which have been historically plotted along section and half-section lines, and which provide alternative local routes to connect with Collector and Arterial streets.

Objective 1.5 Encourage the balance of employment, services, and housing throughout the County to preclude future traffic congestion.





Objective 1.6 Expand and improve needed public utilities relating to transportation.

Objective 1.7 Finance, or seek funding for circulation system maintenance projects.

Objective 1.8 The County's circulation system shall promote efficient intra- and inter-County travel with minimum disruption to established and planned communities.

Objective 1.9 Identify busy agricultural roads to create special crossings for farm equipment.

Objective 1.10 Maintain and expand public transit services to keep pace with population and job growth.

### **Multiple Modes of Transportation**

Goal 2: Consider all modes of transportation including motor vehicle, mass transit, air transportation, and non-motorized transportation.

Objective 2.1 Develop a balanced circulation system which will provide for the economical, efficient, and safe movement of people and goods within and through the County.

Objective 2.2 Encourage a mix of transportation modes to meet community needs.

Objective 2.3 Develop and improve aviation facilities.

Objective 2.4 Reduce aviation-related hazards, including hazards to aircraft and hazards posed by aircraft.

Objective 2.5 Ensure consistency of the General Plan with the provisions of the Airport Land Use Plan.

### **Alternate Modes of Transport**

Goal 3: Develop alternative transportation strategies designed to reduce traffic volumes and improve traffic flow.

Objective 3.1 Develop and improve transit and paratransit services and programs.

Objective 3.2 Encourage the improvement and expansion of needed railroads and bus routes in the County transportation system.

Objective 3.3 Develop and improve bicycle routes and pedestrian walkways. Consider the needs of bicyclists in the design, construction, and maintenance of all County roads, with specific attention to those roads established and defined in a network of key bicycling routes.

Objective 3.4 Ensure the safety of the traveling public, including pedestrians and bicyclists.



Objective 3.5 Attempt to reduce motor vehicle air pollution.

### **Scenic Highways**

Goal 4: The County shall make every effort to develop a circulation system that highlights and preserves the environmental and scenic amenities of the area.

Objective 4.1 Establish various systems of scenic recreational travel utilizing multiple transportation modes.

Objective 4.2 Preserve, enhance, and protect Imperial County's scenic resources by the removal of illicit billboards from scenic areas and restrictions on new off-site sign construction visible from designated scenic highways.

Objective 4.3 Protect areas of outstanding scenic beauty along any scenic highways and protect the aesthetics of those areas.

Objective 4.4 Acquire scenic easements from private owners when required.

Objective 4.5 Develop standards for aesthetically valuable sites. Design review may be required so that structures, facilities, and activities are properly merged with the environment.

### **Regional Transportation System**

Goal 5: Participate in and assist with coordinating regional efforts which integrate the County Transportation System with the Regional Transportation System.

Objective 5.1 The County's Circulation Element shall be designed to provide the facility and level of access necessary to serve the specific existing and proposed land uses designated in the Land Use Plan and to satisfy regional travel needs.

Objective 5.2 The County shall provide necessary facilities to obtain balanced use of all travel modes to address the transportation needs of all ages and to provide mobility for a variety of trip purposes. The County shall generally recognize the following priorities for new transportation facilities: vehicular, freight movement, transit, pedestrian, and bicycle.

Objective 5.3 The County shall cooperate with the adjacent communities and agencies such as the Federal Government, State Department of Transportation (Caltrans District 11), El Centro, Brawley, Calexico, Holtville, Imperial, Westmorland, and Calipatria to provide the maximum compatibility of adopted circulation elements and regional facility plans.

Objective 5.4 The County shall coordinate regularly with Caltrans to obtain information on trends and plans for roadway changes and improvements which would affect the noise environment.





### C. Relationship to Other General Plan Elements

The Circulation and Scenic Highways Element Policy Matrix (Table 3) identifies the relationship between the Circulation and Scenic Highways Element Goals and Objectives to other Elements of the Imperial County General Plan. The Issue Area identifies the broader goals of the Element and the "Xs" identify that related objectives are contained in the corresponding Elements.

| <b>TABLE 3</b><br><b>CIRCULATION AND SCENIC HIGHWAYS ELEMENT POLICY MATRIX</b> |          |         |       |                           |              |                            |            |       |
|--|----------|---------|-------|---------------------------|--------------|----------------------------|------------|-------|
| Issue Area   | Land Use | Housing | Noise | Seismic/<br>Public Safety | Agricultural | Open Space<br>Conservation | Geothermal | Water |
| Safe/Efficient System  | X        | X       |       | X                         |              |                            |            |       |
| Scenic Highways  | X        |         |       |                           |              | X                          |            |       |
| Regional Transport   | X        |         | X     |                           |              |                            |            |       |



#### IV. IMPLEMENTATION PROGRAMS AND POLICIES

##### A. Preface

Any plan is only as good as the means of carrying it out. There are various tools and methods to insure that the intent of the Circulation and Scenic Highways Element is followed. These programs are described below.

##### B. Programs and Policies

##### 1. Circulation and Scenic Highways Plan

The goal of the Circulation and Scenic Highways Plan (see Figure 1) is to provide a network of roadways throughout the County, which is the foundation of the transportation system. The street system is used for vehicular, bicycle, transit, pedestrian, and freight movement. Thus, it is essential to define a hierarchical system in which each roadway functions in a manner consistent with its intended use.

##### a. Roadway Classifications

The policies contained in this section are intended to encourage design standards which promote efficiency and safety of the circulation system. The Circulation Element street classifications are Prime Arterial, Major Arterial, Secondary Arterial, Collector Street, and Local Street as described in Chapter I. A large scale map of these proposed routes is available at the County Planning Department and Department of Public Works. Table 4 presents a summary of the estimated level of service for each classification, as well as for residential streets, cul de sacs, and loop streets.

| <b>TABLE 4</b><br><b>IMPERIAL COUNTY STANDARD STREET CLASSIFICATION</b><br><b>AVERAGE DAILY VEHICLE TRIPS</b>   |           |                  |        |        |        |        |
|---|-----------|------------------|--------|--------|--------|--------|
| Road  |           | Level of Service |        |        |        |        |
| Class   | X-Section | A                | B      | C      | D      | E      |
| Prime Arterial  | 106/126   | 22,200           | 37,000 | 44,600 | 50,000 | 57,000 |
| Major Arterial  | 82/102    | 14,800           | 24,700 | 29,600 | 33,400 | 37,000 |
| Secondary Arterial  | 64/84     | 13,700           | 22,800 | 27,400 | 30,800 | 34,200 |
| Collector Street  | 40/70     | 1,900            | 4,100  | 7,100  | 10,900 | 16,200 |
| Local Street  | 40/60     | *                | *      | 4,500  | *      | *      |
| Residential Street  | 40/60     | *                | *      | 1,500  | *      | *      |
| Residential Cul-de-Sac or Loop Street   | 40/60     | *                | *      | 200    | *      | *      |
| * Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors. |           |                  |        |        |        |        |





Table 4 was originally developed for the County of San Diego by the San Diego County Department of Public Works in 1985 and compares ADT to levels of service (LOS) for various roadway classifications. Proposed functional classifications were then inserted into this table and right-of-way widths adjusted to match County of Imperial standards.

**b. Transition Areas**

The Circulation and Scenic Highways Plan is the graphical reference guide which shows the present and planned street system, along with the classification of those streets. It is important to note that where there is a change from one classification to another along a certain street, the transition will occur in mid-block areas to preclude non-continuing lanes and intersections. The design criteria (design, speed, curve radii, etc.) for the higher classification shall generally take precedence through the transition area. The County Director of Public Works shall review these transition areas and provide guidance in achieving this policy.

**c. New Local Roads**

The County shall require new development to provide for local roads to serve the direct access needs of abutting property. These streets should be designed with a discontinuous pattern to discourage through traffic. They generally should not intersect with arterial street classifications. Typical design features include two travel lanes with parking on both sides of the street. Local roads include loop streets and cul-de-sacs.

**d. Level of Service Standards**

The County's goal for an acceptable traffic service standard during AM and PM peak periods shall be LOS C for all arterial and street links and LOS C for all intersections. These service values are defined by the 1985 edition of the *Highway Capacity Manual* or any subsequent edition thereof. This policy shall acknowledge that the aforementioned level of service standards may not be obtainable on some existing facilities where abutting development precludes acquisition of additional right-of-way needed for changes in facility classification.

In order to achieve the level of service goals in the previous policy, the County shall develop and institute a long-range funding program in which new land development shall bear the major burden of the associated costs and improvement requirements.

**e. Design Standards**

The County shall adopt design standards for all streets in accordance with their functional classifications and recognized design guidelines. In developing these standards, the County shall consider the design standards of Caltrans and the American Association of State and Highway Transportation Officials (AASHTO). All streets within the County shall be designed in accordance with the adopted County of Imperial Design Standards. Typical cross sections and design criteria for the various street classifications are shown as an attachment to this document.



**f. Private Streets**

The County may permit construction of private streets within individual development projects providing:

- They are designed geometrically and structurally to meet County standards;
- Only project occupants are served;
- Emergency vehicle access requirements are satisfied;
- The streets do not provide a direct through route between public streets;
- The Homeowners Associations and/or property owners provide an acceptable program for financing regular street maintenance.

**g. Street Access Guidelines**

The County shall institute street access guidelines consistent with the street classifications. These shall be applied where feasible to all new developments. The following guidelines shall be used to define appropriate access:

- The County shall prohibit driveway access to Prime Arterials.
- Access to Major Arterials shall not be permitted unless there is no other reasonable means of access to the public street system. Where access to Major or Secondary Arterials must be allowed, it shall be limited through the use of medians and/or access controls in order to maintain street capacity.
- Along Major Arterials, access spacing shall be a standard distance of 1,200 feet or more. Under special circumstances, this distance may be reduced to a minimum of 600 feet. Along secondary arterials, the corresponding access spacing shall be 600 feet for the standard distance and 300 feet for the minimum distance. The above measurements shall be from the ends of the curb returns.

**h. Specific Alignment Plans**

The County shall adopt specific alignment plans when "stand equal sided" widening is not adequate for future needs, or when special conditions exist which require a detailed implementation plan. When necessary, the specific alignment plan should be prepared prior to the official submittal of the development proposal. The need for such plans will be indicated by the following:

- Variable terrain or other sensitive areas which may preclude straightforward preparation of street improvement plans.





- Alignments which are necessary because of existing street design and/or land use configurations.
- Development proposals which must deal with extraordinary physical or environmental features.

## **2. Ordinance Review**

The County Zoning Regulations and the setback portions must be reviewed and made to conform with the needs of this Element. This will insure that future construction will not interfere with present and potential highway needs. In addition, the currently established road right of ways must be analyzed to determine if these are adequate. In those areas where the present right of ways are inadequate, a program for securing such should be commenced. Requiring the dedication of right-of-way and street improvement as a condition of issuance of a Building Permit should be required, at least for any development in multiple family, commercial, and industrial zones.

The County Subdivision Ordinance should be enforced in such a manner that street and roads installed shall conform to this plan and the appropriate geometric section. If this is controlled, future widening or roadbed strengthening will not be required later at County expense.

## **3. Monitoring for Plan Compliance**

It will be the responsibility of the Department of Public Works to maintain surveillance of the Plan and the various items that might affect it. Periodic formal reviews should be conducted by the Planning Commission and the Board of Supervisors to keep it current. Generally, such a review should be held at least every five years and more often if needed. In this way, the Plan will be kept current and vital, and it will be kept visible to all areas of the public.

The Planning Department shall be responsible for advising the Department of Public Works of proposed development projects and building permit applications along designated routes. Recommendations for street improvements, including off-site improvements of road segments, intersection widenings, traffic control devices, and street lights, shall be made by DPW. For projects affecting State routes, Caltrans' input shall be sought.

## **4. Financing Alternatives**

Revenues for maintenance and construction improvements to the County Road System are mainly derived from the Gas Tax Fund and Local Transportation Authority Sales Tax Funds (Measure D).

The Gas Tax Fund is distributed to the County in accordance with formulas enacted by the State Legislative Body. The Local Transportation Authority Sales Tax Fund is a 1/2 percent sales tax specifically targeted for repairs and rehabilitation, safety improvements and construction of needed facilities. It is a Countywide tax, distributed to cities and the County, by a formula based on road mileage and population. Collection of Measure D funds began in 1990 and will terminate in the year 2009.



Other revenues are derived from vehicle code fines and miscellaneous fees. Total estimated revenue for Fiscal Year 1991 is 7.3 million dollars. Funds to provide needed capital improvements as shown on the circulation map must come from developer impact fees, Federal or State grants, or bond issues if so desired by a vote of the people.

## **5. Roadway Improvements**

### **a. Objective**

The ultimate circulation system is not in place at this time, nor is it necessary for it to be fully completed until the County and regional growth warrant it. In general, the road network will be constructed in phases consistent with the needs of the community. This section incorporates policies which will encourage the orderly development and funding of the street system. It is expected that the construction will be funded through a combination of developer contributions and fees, County funds such as gasoline tax, and state and federal subventions.

### **b. Policies**

- The County shall require dedication and improvement of necessary rights-of-way along the Circulation and Scenic Highway Plan streets. This usually will occur in fulfillment of a condition of approval for a tentative map or as a condition of approval for a building permit, whichever occurs first.
- The County shall assure that each addition to the circulation system is a usable link on the total system so that new routes and links are coordinated with existing routes to ensure that each new and existing roadway continues to function as it was intended.
- The County shall require or provide adequate traffic safety measures on all new and existing roadways. These measures may include, but not be limited to, appropriate levels of maintenance, proper street design, traffic control devices (signs, signals, and striping), street lighting, and coordination with the school districts to provide school crossing signs and protection.
- The County shall give priority to funding and implementing projects which either complete links on the circulation system, or relieve existing deficiencies.
- Where feasible, the County shall interconnect traffic signals to form area networks or corridor systems. These systems shall be timed to facilitate the flow of through traffic on the arterial system, thus enhancing the movement of vehicles and goods through the County, while reducing fuel consumption and air pollution.
- The County shall impose appropriate pro-rated fees for construction of roadway facilities and associated landscaping to ensure that all new development contributes to the completion of the circulation system. In addition to pre-permit collection, such fees may be imposed through creation of assessment districts.





- The County shall approve and build streets as per County of Imperial Design Standards.
- The County shall require additional right-of-way and additional improvements of major arterials where required for turning movements or to provide access to adjacent properties wherever access is not feasible from the lower classification street system.
- The County shall:
  - a. Require development to provide collector and local street improvements according to standards of the County Public Works Department.
  - b. Require development to dedicate necessary right-of-way when the subdivision or development of property adjacent or straddling Circulation and Scenic Highway Plan streets is proposed.
  - c. Require development to provide all necessary grading, installation of curbs, gutters, sidewalks, and parkway tree planting, unless these improvements are provided through other means.
  - d. Require development to provide half-width street improvements plus 12-feet beyond the centerline in accordance with County standards.
- If the location and traffic generation of a proposed development will result in congestion on major streets or failure to meet LOS C at peak hour periods, or if it creates safety hazards, the proposed development shall be required to make necessary off-site improvements. Such improvements may be eligible for reimbursement from collected impact fees. In some cases, the development may have to wait until financing for required off-site improvements is available. In other cases where development would result in unavoidable impacts, appropriate findings of overriding consideration would be required to allow temporary undesirable levels of service.

## **6. Transportation Demand Management**

### **a. Objective**

The transportation system envisioned for the County is a balanced system, incorporating the needs of all groups, as well as making provisions for many different modes of transportation. To accomplish this, it is necessary to implement policies encouraging a range of transportation opportunities while reducing the dependency upon automobiles.

### **b. Policies**

- The County shall encourage the reduction of vehicle miles, reduction of the total number of daily peak hour vehicular trips, and provide better utilization of the circulation system through development and implementation of Transportation Demand Management and Transportation Systems Management programs. These may include implementation of mandatory peak hour trip reduction, requirements for staggered work hours, telecommunications, increased development of employment centers where transit usage is highly viable,



encouraging ride sharing in the public and private sector, provision for park and ride facilities adjacent to the regional transportation system, and provision for transit subsidies.

- The County in its role as a major employer shall commit to the use of trip reduction and vehicle miles traveled reduction strategies identified by Transportation Demand Management and Transportation Systems Management programs.
- The County shall consider the use of bicycles during the design and implementation of the street system.
- The County shall update and maintain a recreational trails bikeway plan to recommend use of bicycle routes. These routes shall connect residential areas with schools, parks, recreation areas, major employment centers, and neighborhood commercial centers.
- The County shall require pedestrian facilities along all streets.
- The County shall require that adequate off-street parking be provided for all properties. This assumes that on-street parking will not be available on Prime, Major, or Secondary Arterials, since it is necessary in most cases to utilize curb-to-curb width for vehicular traffic, transit, and bicycle uses.
- The County shall maintain curb use priorities that consider, in descending order, the needs of through traffic, transit stops, bus turnouts, passenger loading needs, and short and long term parking.
- The County shall prohibit the use of public streets for freight loading and unloading.

## **7. Public Transit and Railway Improvements**

### **a. Objective**

An integral part of the multi-modal system is the provision for public transit and adequate rail service for freight hauling and, when feasible, passenger service. For transit service to be successful, it should be properly planned so as to be accessible to users and operate on a reasonable schedule. The following policies are intended to provide guidance in establishing a transit system and encouraging usage to serve the needs of the County and region.

### **b. Policies**

- The County shall cooperate with the IVAG and the provider of the Countywide Transit System to attain a balance of transportation opportunities. This shall include the establishment of criteria to implement transit improvements, short and long range transit service plans, corridor improvements, transit centers, and park-and-ride lots.





- The County shall require developers to construct, where appropriate, transit facilities, including bus pull-outs on arterials and bus stop amenities, including lighted shelters, benches, telephones, and route information signs.
- The County shall work with the Countywide Transit System to establish transit stops adjacent to senior housing facilities, areas with a high concentration of medical facilities, major employment centers, and retail and commercial areas.
- The County should continue to work with the Countywide Transit System, Caltrans, and appropriate agencies to plan and implement rail service between the international border crossings in Calexico and the Coachella Valley.
- The County shall encourage the use of railroad freight service to minimize long haul truck traffic by providing efficient rail freight loading access facilities.

## **8. Non-Motorized Transportation**

### **a. Objective**

The goal of this program is to enhance environmental and social benefits for the citizens of Imperial County by providing an integrated network system of bicycle and pedestrian facility for the safe and efficient movement in and through the County of Imperial.

The goal of the bicycle facilities program is to provide an integrated bicycle circulation system which includes facilities to promote the environmental and social benefits of commuter and recreational bicycling. The bicycle circulation system and associated bicycle facilities shall provide mobility and safety to all persons and areas within the County of Imperial.

The goals of the pedestrian facilities plan are:

- Provide for safe pedestrian circulation throughout the County, including sidewalks, pedestrian malls, and hiking trails.
- Provide properly designed pedestrian facilities for the handicapped and elderly population to ensure their safety and enhanced mobility.

### **b. Policies**

- Class II bikeways (on-street bike lanes) shall be planned into appropriate Prime, Major, and Secondary arterials.
- The County shall cooperate with other governmental agencies to provide connection and continuation of bicycle corridors.



- The utilization of land shall integrate the bicycle circulation system with auto, pedestrian, and transit systems.
- The County shall seek funds at the private, local, state, and federal levels for the bicycle circulation system.
- The County shall encourage the inclusion of green belts and common open space for pedestrian use within the residential development areas.
- The County shall, in accordance with state law, provide access for the handicapped and elderly to all public buildings by removal of architectural and access barriers.
- The County shall require all new development to provide handicap access.

## **9. Scenic Highway Program**

### **a. Objective**

The purpose of this program is to protect and enhance the County's scenic, historic, and recreational resources within a network of scenic highway corridors.

### **b. Policies**

- The County shall consider creation of a Scenic Highway Advisory Committee to:
  - a. Review and recommend amendments to existing ordinances, development standards, road classifications, and State Scenic Highway Law;
  - b. Initiate corridor studies and recommend additional policies, programs and specific plans for managing scenic resources; and
  - c. Review and revise Scenic Highway Program.
- The County shall provide staff assistance to the Scenic Highway Advisory Committee.
- The County shall emphasize protection of scenic highway resources in all County actions affecting land use.
- The County shall initiate a study of land use development standards for Scenic Highway Advisory Committee review.





## APPENDIX A

### GLOSSARY/DEFINITIONS

**Arterial:** A major street carrying the traffic of local and collector streets to and from freeways and other major streets, with controlled intersections and generally providing direct access to properties.

**Collector:** A street for traffic moving between arterial and local streets, generally providing direct access to properties.

**Expressway:** A highway with full or partial control of access with some intersections at grade.

**Freeway:** A highway serving high-speed traffic with no crossings interrupting the flow of traffic (i.e., no crossings at grade). Street and Highways Code Section 23.6, in part, states that "Freeway means a highway in respect to which the owners of abutting lands have no right or easement of access to or from their abutting lands or in respect to which such owners have only limited or restricted right or easement of access."

**Levels-of-Service:** According to the Transportation Research Board's 1985 *Highway Capacity Manual Special Report 209*, level-of-service is a qualitative measure describing the efficiency of a traffic stream. It also describes the way such conditions are perceived by persons traveling in a traffic stream. Levels-of-service measurements describe variables such as speed and travel time, freedom to maneuver, traffic interruptions, traveler comfort and convenience, and safety. Measurements are graduated ranging from level-of-service A (representing free flow and excellent comfort for motorist, passenger or pedestrian) to level-of-service F (reflecting highly congested traffic conditions where traffic volumes exceed the capacities of streets, sidewalks, etc.). Levels-of-service can be determined for a number of transportation factors including freeways, multi-lane highways, two-lane highways, signalized intersections, intersections that are not signalized, arterials, transit and pedestrian facilities.

**Local Scenic Highway:** A segment of a state or local highway or street that a city or county has designated as "scenic."

**Local Street:** A street providing both direct access to properties and designed for local through-traffic. Historically, these have been plotted following section and half-section lines on north/south and east/west alignments.

**Official County Scenic Highway:** A segment of a county highway the Director of the Department of Transportation (Caltrans) has designated as "scenic."

**Official State Scenic Highway:** A segment of a state highway identified in the Master Plan of State Highways Eligible for Official Scenic Highway Designation and designated by the Director of the Department of Transportation (Caltrans).



**Paratransit:** Transportation systems, such as jitneys, car pooling, van pooling, taxi service, and dial-a-ride arrangements.

**Recreational Trails:** Public areas that include pedestrian trails, bikeways, equestrian trails, boating routes, trails, and areas suitable for use by physically handicapped people, trails and areas for off-highway recreational vehicles, and cross-country skiing trails.

**Residential Street:** A street providing direct access to properties and designed to discourage through-traffic. Includes residential cul de sacs and loop streets.

**Scenic Highway Corridor:** The visible area outside the highway's right-of-way, generally described as "the view from the road."

**Scenic Thoroughfares:** The following are scenic thoroughfares terms:

**Transit:** Urban and suburban rail, bus systems and ferryboats.





## APPENDIX B

### STANDARDS FOR SCENIC HIGHWAY CORRIDOR PROTECTION

To qualify an eligible highway for Official Scenic Highway designation the local jurisdiction and/or public agencies managing the land must prepare and adopt a scenic highway corridor protection program. The standards protect and enhance the scenic aesthetic resources within view of the highway.

#### **A. Delineation of Scenic Highway Corridor**

A scenic corridor can be defined as the area of land generally adjacent to and visible from the highway. It is delineated using the following criteria:

1. Aesthetic Judgement
2. Angle and Duration of Vision from the car windows. However, where the view extends to the horizon, the boundary is located to allow control of the portion of the landscape having the greater visual impact on the traveler.

#### **B. General Plan Policy**

"The value of the state's Official Scenic Highways is recognized. The primary concern of this program is to reasonably control corridor appearance through land use regulations in the viewshed, so that the full scenic value of the area can be appreciated.

The following sections of highway in this county are listed in the *Master Plan of State Highways Eligible for Official Scenic Highway Designation*:

The County will enact ordinances to protect and enhance the scenic corridor for the enjoyment of residents and visitors, while protecting the property rights of adjacent landowners."

#### **C. Implementing Ordinances**

**Land Use Controls.** The scenic highway corridor must be protected from encroachment of inappropriate land uses.

1. Building heights and setbacks should be controlled so as not to obstruct the view from the roadway.
2. Urban type development should not be permitted in rural areas.



3. A detailed land and site review procedure should be established for the proposed developments and projects in the scenic corridor.

4. Unsightly uses (i.e. junkyards, dumps) should not be allowed.

**D. Signs and Outdoor Advertising**

1. The size, height, and type of on-premise signs allowed should be the minimum necessary for identification.
2. No off-premise outdoor advertising should be allowed in rural settings.

**E. Earthwork and Plant Material**

1. Grading or earth-moving should be done with a minimum of disturbance to the natural ground and result in naturalistic, architectural or sculptural forms.
2. Vegetative cover, preferably native to the area, and other screening devices should be provided to hide the scars and blend with the natural landscape.
3. Adequate erosion control measures should be provided in addition to those mentioned above.

**F. Utility Poles and Lines**

1. New or relocated utility distribution lines within 1,000 feet of the scenic highway should be placed underground wherever feasible.
2. When overhead lines are indispensable, poles and wires should be located to be inconspicuous from the highway.

**G. Scenic Highway Program and Process**

**What is the California Scenic Highway Program, when did it begin and what is its objective?**

The Scenic Highway Program was established by legislation (Senate Bill 1467) in 1963 to help communities to protect and enhance their natural and cultural uniqueness and beauty. It is encoded in the Streets and Highways Code (Division 1, Chapter 2, Article 2.5, Section 263).

**What is the Master Plan of State Highways Eligible for Official Scenic Highway Designation?**

SB 1467 required a "master plan" of scenic highways. The plan and a list of highways resulted from statewide public hearings in 1963. Routes which have outstanding natural or man-made features which local citizens wished to preserve were nominated for inclusion in the Master Plan. The list of scenic highways is contained in Section 263 et seq. Some highways on this list have already been





officially designated as scenic highways. The majority however, are only considered eligible for such designation.

### **How can Routes be added to the list now?**

Other routes can be added to the eligible list only through a legislative bill to amend Section 263 of Streets and Highways Code. A proposed addition should be requested by the local governing body and reviewed by Caltrans staff to the Departmental Transportation Advisory Committee (DTAC) before initiating a legislative action.

### **What is the difference between an Eligible Scenic Highway and an Officially Designated Scenic Highways?**

The status of a state scenic highway changes from eligible to officially designated at the request of the local jurisdiction and when a corridor protection program is in place and has been approved by DTAC. A certificate of official designation is issued by the Caltrans director.

### **What are the steps to receive official designation?**

If a route is on the "Master Plan of State Highways Eligible for Official Scenic Highway Designation" the following steps are necessary to receive official scenic status:

**Step 1. Submit a Resolution of Intent.** The local governing body having jurisdiction over lands adjacent to the eligible route must apply to DTAC through the local Caltrans district office. The procedure begins with preparation of a Resolution of Intent containing (a) a contour map of the corridor and its limits, (b) a description of the roadway with respect to its surrounding area and (c) an inventory of elements that make the route significant. The resolution is reviewed by DTAC and if approved the local jurisdiction proceeds to the next step.

**Step 2. Prepare a Scenic Corridor Protection Program.** A corridor can be defined as the views seen by the motorist. A corridor protection program consists of policies in the local general plan and implementing ordinances. The minimum requirements for a protection program are:

- a. regulation of land use and density of development
- b. detailed land and site planning (i.e. design review of proposed development and projects.)
- c. control of outdoor advertising
- d. careful attention to and control of earth moving and landscaping
- e. review of the design and appearance of structures and equipment
- f. undergrounding of new or relocated utility poles and lines, if feasible



DTAC reviews the request for official designation, the protection program, a visual presentation of the highway and the district scenic highway coordinator's recommendations.

**Step 3. Designation.** Upon a positive recommendation, the Caltrans director issues a certificate of official scenic designation.

**Is there special funding for the Scenic Highway Program?**

No, at this time, scenic highways do not receive additional funds or funding priority.

**Can Scenic Highways be widened or otherwise changed?**

There are no restrictions for making improvements on scenic highways. The impact of a construction project on the visual appearance of the landscape should, however, be considered. Standards for earthmoving and landscaping are a part of the corridor protection ordinances for officially designated scenic highways.

**Do maintenance costs increase?**

No, Caltrans maintains the highway in the normal manner. The only additional costs to Caltrans are for installation and maintenance of the scenic route markers (signs with a poppy emblem) along officially designated scenic highways.

**Does Caltrans promote scenic highways to the public?**

No, the state highway map published by the California Office of Tourism shows the officially designated scenic highways. Officially designated scenic highways are indicated by a "poppy sign" on maps produced by AAA. Other promotions are carried on locally.

**What advantages does Official Designation offer?**

Advantage applicable to Imperial County are the ability to better control development along a corridor, reduce proliferation of billboards along a highway, and attract tourists to an area.

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